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MODEL CAR Science

April, 1969

50¢

SPECIAL HO SCALE RACING SECTION



NEW CUSTOMIZING TRICKS

THE ULTIMATE MODEL CAR

See page 44

IMC'S WILD "SURF BUGGY"



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Model Rectifier Corporation designed and developed the lowest resistance, highest quality circuitry into its Model 800 Controller two years ago, and came up with the combination of dual brass bearings to create the smoothest, most dependable model car controller which let the maximum amount of power reach the model car motor. This basic design has been refined and proven and applied throughout the range of MRC Endura Controllers. This line of controllers has become the accepted standard of the model car racing field and it is the largest selling, most popular controller in America.

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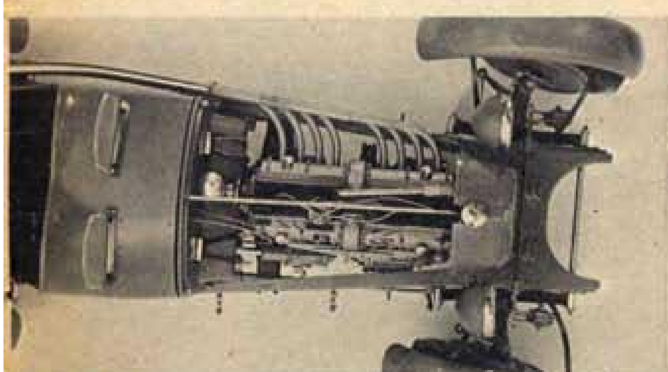
MODEL CAR SCIENCE

VOLUME 7, NUMBER 4

SPECIAL FEATURES

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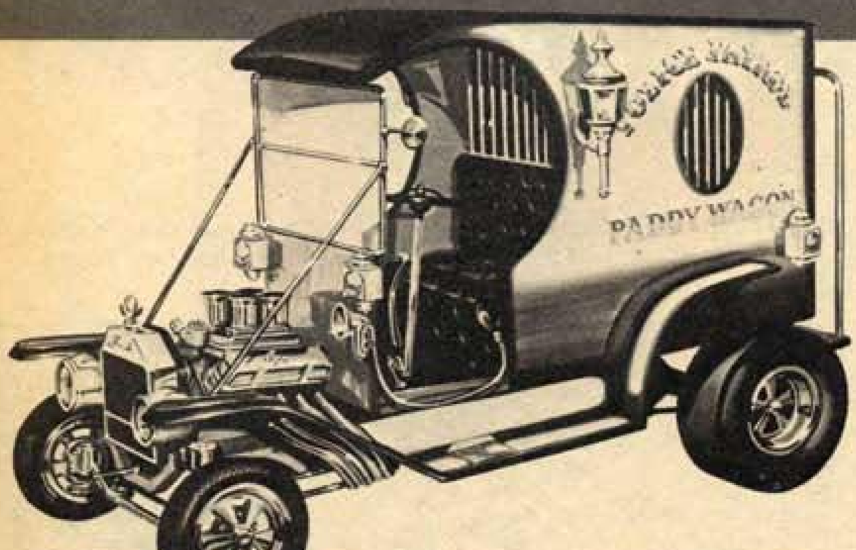


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By Raymond E. Hoy

The Editor's Chair

THE FUTURE OF SLOT RACING

Just where is the hobby-sport of model car racing heading? Those of us who date back far enough in this great international hobby to remember rail racing probably worry a bit more about the future of slot racing than most of the relative latecomers. We've been through the fantastic "boom years" that followed the introduction of slot racing into this country from England, and we've been through the "depression" years that followed that astonishing period of prosperity that spiralled upward, unchecked, until the barrel went dry.

Where to now?

Here's where model car racing is heading, in my opinion. The number of commercial slot racing shops in this country has dwindled to a double handful, from the estimated 25,000 shops that operated during the boom. These shops are healthy, however, because they are run by *business men* who know what it takes to make *any* business successful. It's my opinion, therefore, that there will always be 1/24 scale commercial slot racing in the United States, so don't throw your big stuff away quite yet. In fact, the number of commercial shops will slowly increase, since even now there are signs of new shops opening here and there. It's doubtful if the number will ever reach 25,000 again, but well-run shops will be on the slot racing scene in ever increasing numbers in the future.

Unfortunately, for every town in the U. S. that has a 1/24 scale commercial track shop, there are dozens of towns that don't have a shop, and never will have. It takes a fairly big town to support a commercial track operation. That being the case, what do enthusiasts, and would-be enthusiasts in these towns without shops do? They buy and/or build 1/32 and HO scale tracks and race at home. I hate to sound like a broken record - many of you have heard me say that time and time again - but this is a statement I've pushed down the throats of the biggest slot racing manufacturers in the business, and not just lately mind you, but years ago, *during the slot racing boom.* To say that I was branded a wild-eyed heretic for saying something like that particularily at that time, is the understatement of the year.

Well, it's no pleasure for me to say "I told you so" now, because the industry had to take a grim "bath" in its own blood before I could do so.

But that's all in the past, and this is now. The annual winter hobby show in Chicago is almost upon me as I write this. Rumors have it that at least four new 1/32 scale cars are ready for showing to the dealers, and yes, new HO goodies too. Sure there'll be new 1/24 scale equipment, and we'll report on the entire shooting match - the minute we get back from Chicago and get thawed out.

1/32 and HO, that's where the action is now, make no mistakes. The 1/24 scale manufacturers know it too - where do you think those four new 1/32 scale cars are coming from? And some of the biggest 1/24 scale equipment manufacturers are tooling up for HO scale.

Home slot racing is as inexpensive as you want to make it. There's no need to go to the $30 motors and other exotic items for thrilling home racing. I'm all for keeping the cost of slot racing *down.* The lower the cost, the more new people you'll get in, let's face it. You can race relatively stock HO and 1/32 cars at home for a long time, once you've purchased the raw material needed, without spending another dime except for an occasional set of pickup brushes, which will set you back nickles, not dollars. Competitive racing? If everybody is driving stock cars, super tuned (again, it costs nothing, check last month's issue for a complete article on how to do it) believe me, the racing will be competitive.

There are a lot of really out-of-sight items coming up for the home racers. You'll see everything that's fit to print about these goodies in future issues of MCS, beginning next month.

Model car racing is alive and well in the U. S. And it's not living just in Southern California, it's living inside of every guy who picks up a slot car for the first time and says, "Isn't that interesting! I wonder where I can find out more about it?" The answer is right here, people, in the pages of MCS. That's our bag, and we're proud of it.

Model Mail



LATE NEWS FLASH!

Stand by for the biggest, most fantastic model car contest ever held! Co-sponsored by Argus Publishing Company and the Hobby Industry Association of America, this contest offers the most exciting list of prizes ever! Here's a list of the cooperating plastic kit manufacturers as we go to press: AMT, HAWK, MONOGRAM, MPC, PYRO, RENWAL, REVELL and TESTOR, and MORE to be announced!

Watch for full details and list of prizes and dates in next month's MCS! And tell your favorite dealer to get ready for it so you can enter your car there. He'll thank you for passing on the word!

IT'S "TIP" TIME

Here's a tip that's bound to get extra points in any model contest. Stick straight pins through your tires from the inside out. Snip the point off where it comes out of the tire. Put it on your wheel and "presto", real metal studs!

Mike Fleming
New Cumberland, Pa.

It's easy to tint the windshields on your static model cars. In most notebooks there is clear plastic that can be bent into various shapes. Take a sample down to your local crafts store. They should have some in stock. Stationery stores have it too. The plastic comes in many colors, such as blue, yellow, red, orange, etc. It costs about five cents per sheet.

Bob Louzon
Oregon, Ill.

I have found a way to keep 15 cent bottles of paint evenly stirred. It works especially well on metalflake and candy paint. Just put two or three BB's in the bottle. It stirs the paint perfectly when you shake the bottle.

Lance Miller
La Habra, Calif.

You can "spider web" paint easily by mixing a little glue with the color paint you wish to use. Wait for it to get tacky so that when the tip of a pin is dipped into it and pulled out, it draws a fine wisp of paint between the pin and the bottle. Carefully lay the wisp across the model and trim the edges with an X-Acto knife, so as to get a clean finish and not mar the base coat of paint. It takes just a bit of practice to get used to it.

Steve Bold
San Diego, Calif.

Thanks a lot, guys. We're sure your tips will be tried out by most of our serious modelers.

CAN'T GET MCS

Your magazine is great, but I'm having trouble getting it on my local newsstand. I read it in the public library. I regard MCS as a sort of "bible" on the subject of model making. How long have you been publishing MCS? Is it possible to obtain back issues? You mention winning awards. For what? How about color photographs inside the magazine?

Robert Armstrong
Los Angeles, Calif.

If you can't get MCS locally, we suggest you subscribe, Bob. Check this issue for a subscription offer. It's the surest way to get it on time every month. You get it earlier than the newsstand buyers, by subscribing, too. We've been publishing MCS for over seven years. You can obtain back issues by sending $.50 to: MODEL CAR SCIENCE, Back Order Dept., 131 Barrington Place, Los Angeles, California 90049. Don't forget to mention the issue you want. We're out of quite a few of the back issues, but we'll send your money back if we don't have the one (s) you order. The award you mention is the $25.00 Savings Bond we give away to our winner of the "Model of the Month" contest. Check any issue of MCS for complete info on the first page of the contest. We'd like to use color too, but it's so expensive we'd have to raise the cover price, and we're sure you don't want that!

THOSE ENGLISH ARE EFFICIENT

Thanks for the article "The English Are Coming" in the December issue. It stirred me enough to order a Felday Ford. The inclusion of American prices in the article was very helpful. I air mailed my request on December 3rd. I received the car on December 12th! This is better service than I have experienced from most American companies! The car is beautiful. It isn't the fastest machine I've had, but seems ideal for a short, twisty home track.

I'm very happy with the car and astounded by the wonderful service from Mr. Adams and Airfix/MRRC.

Roger T. Flora
Dayton, Ohio

DON'T NEED PRIMER?

I have just read your story "Spray Can Artistry" in the January, 1969 issue. When I asked the local hardware owner for primer, he told me it wasn't necessary to use it on models. True or false?

Howard Seaborne
Shelburne, Ontario, Canada

You can get away with it if the model is a good one, Howard, free of bad spots in the plastic that require filling and sanding with putty. The primer makes it easy to spot these bad spots. However, if you're satisfied that your bodywork is okay, go ahead and just spray that "mist" coat on and work from there. It's best to use primer though.



Building my H. O. scale McLaren was easy . . . painting Moshenbacher's name on it wasn't so easy!



He's great for retrieving spun cars, if only he wouldn't tear em to shreds . . .

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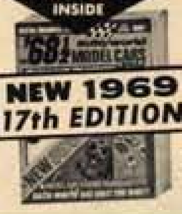
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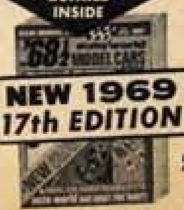
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And AMT pops with four 1/25 scale wonders too, the Hi-Performance Mustang; the '34 Ford Stake-Pickup; the "Volk Swag In" and the '53 Ford Baja Patrol Truck. All sell for $2.00, except the Mustang, which goes for just $1.50. Great accessories in each kit too, and each represents a lot of value for the money.

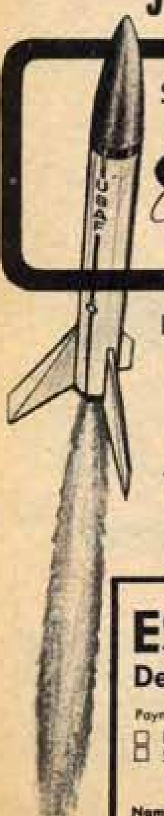


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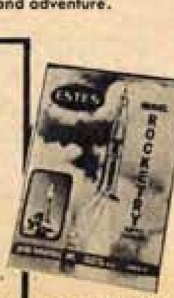
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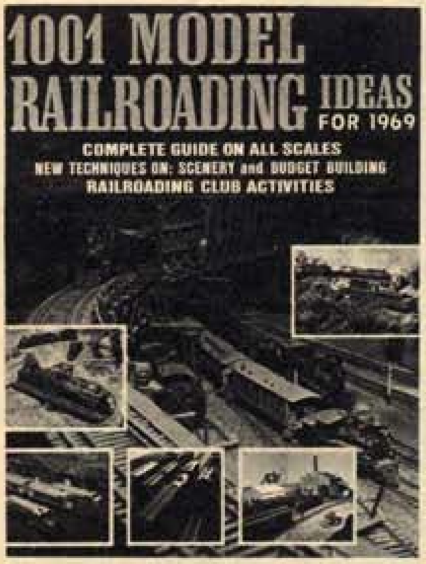






MPC strikes again with these four wild models. Three are in 1/25 scale, (the '69 Chevy SS 427 Hardtop; the "Good Guys" Taxi; and the '69 GTO "bubble top" GTO) and the fourth, the "Yankee Clipper," in big 1/20 scale. Each kit has the usual, fine assortment of goodies needed to make a really superb model car. Look for them in your local department store or hobby shop today!

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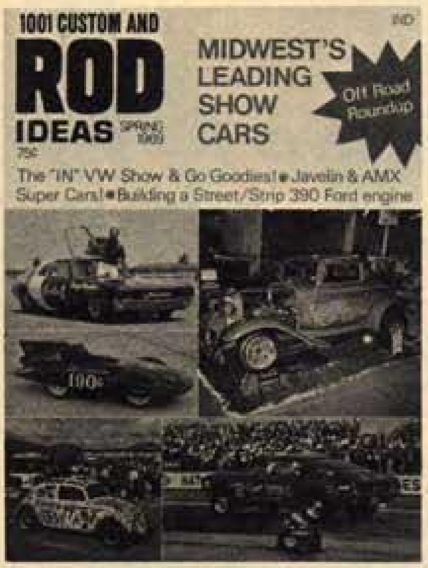
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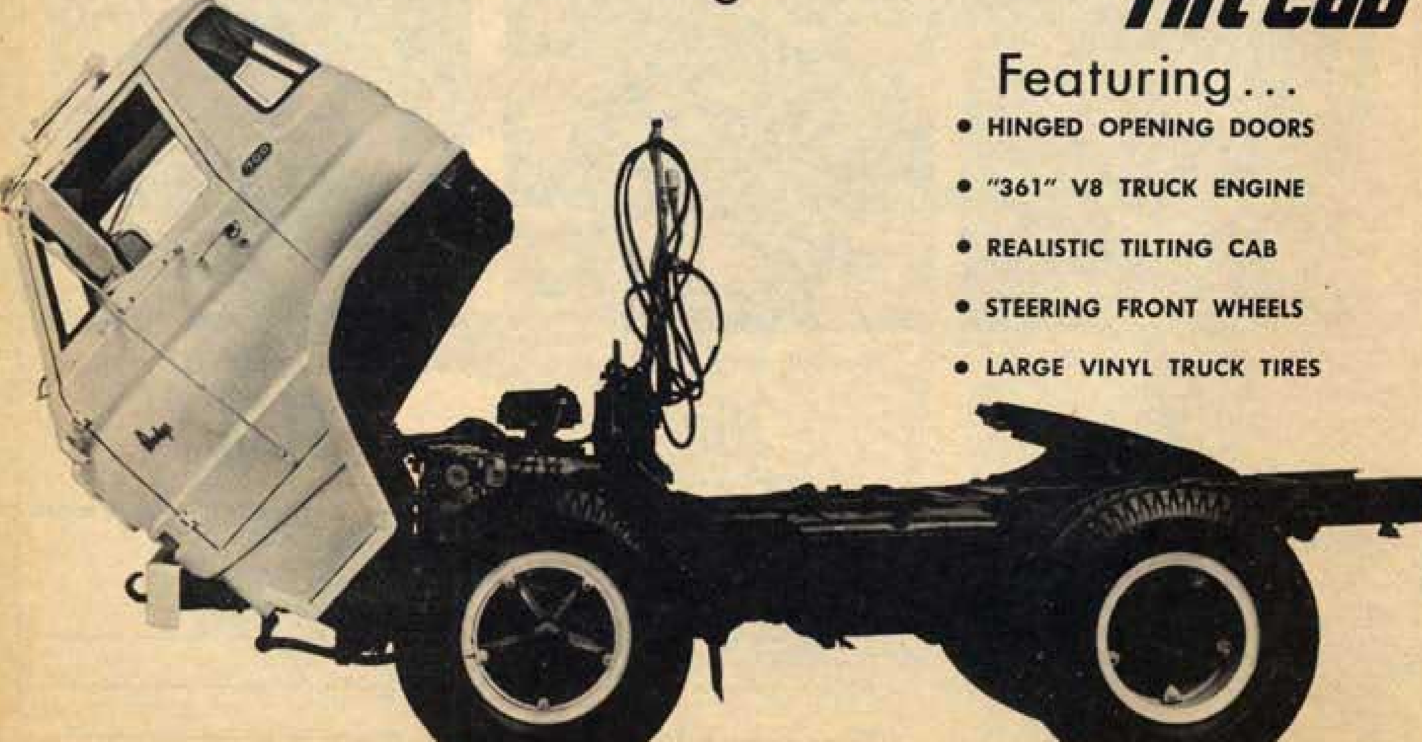
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eastERN viewPOINT

It's not a revolution. It's not an invasion. I think perhaps it can be better described as a defensive measure. I'm talking about the sudden interest in 1/32 equipment and accessories.

1/32, the scale that started it all years ago really never left the scene. It just stepped back a little with the coming of the 1/24 hordes.

Most of the national noise making has been made in the past by the larger scale and its followers. However, when you stop and think about it you realize that more often than not when the 1/24 crowd does make noise it's usually because of something that was created and developed by the 1/32 enthusiasts for his scale. Like what, right? Like dynamic brakes and anglewinders. You may be too young to remember, but there was a time B.B. (Before Brakes) when you had to be a pretty good judge of speed entering a corner because all you could do was lift off and coast in. So you see, 1/32 never really went away, it just continued on its own quiet merry way.

Some years ago, when slot racing was in its boom period, I wrote those then manufacturing 1/24 scale equipment (and reaping the benefits), that it would be wise to read the market and give them what they wanted in a quality way. This made sense then and it still does. Who can deny that the racers today almost completely act as the researchers for the manufacturers?

I also wrote that those manufacturers then in it for the buck would go back to making sailboats and sand pails as soon as their profits start to slip, and this happened. When the bubble started showing signs of bursting, the first to go were the biggest; they could not afford to be contributors to our sport. All of this is understandable. I think it's also agreed that there will always be a place for a manufacturer of custom-made quality equipment. It would of course involve heeding the needs of the market but it could mean business, and it has.

Now there is another need and another message going out to the manufacturers producing the equipment we use today. And that is that the 1/24 market as we know it right now is not holding its own. There are fewer raceways then ever and those that continue to exist cannot survive on current sales and the one or two national races they host once a year.

I'm not saying it will be dead tomorrow, next week or next month, but it will die if something isn't done and it's a big circle. No business, no shops, it's a simple equation. No shops, no outlets for equipment and no tracks for 1/24 cars to say nothing of no more manufacturers.

A logical move now, while they think about what to do for 1/24, would be to start producing goodies to fill the needs of the 1/32 market. After all, there *is* a market out there. Granted it's split between the set-it-up, put-it-away home racer and the real 1/32 enthusiast, but it's there.

Some manufacturers have been supplying this market with equipment and never realized it until it was pointed out to them, a perfect example being the 3/4" front wheel and tire combos used as fronts for 1/24. This in some cases had the immediate reaction of new printing on the old packaging, now it reads, "1/32 front wheels and tires." So what's the point? Simply this, one hand washes the other, all the time. If the shops continue to fold you might just as well chrome plate every 1/24 car you own and use it for a Christmas ornament. There'll be few big 1/24 tracks built in anyone's home.

Some 1/32 enthusiasts have known this for years, and have been waiting like a cat behind a tree waiting for it to happen. A nice selfish attitude, but unfortunately, we'll all suffer on Doomsday.

Fortunately some manufacturers have spotted this decline in the market and rather than ignoring it like a bad dream or thinking it will only affect the other guy, have started to do something about it. I'm not talking about those manufacturers that have always had a 1/32 line of stuff, I mean people like Mura who is trying to give us a 1/32 motor, but as yet it's somewhat too gross.

Lancer, for quite awhile, was about the only source of good 1/32 body shells. About a year or so ago they seemed indifferent, at least that's the report from the distributors and shop owners here in the East, and I can tell you personally it was hard finding any kind of 1/32 shell. Suddenly Lancer is stirring again, Can-Am cars all ready, Trans–Am slated along with GP. Sounds beautiful right? Dynamic too! They've announced four new 1/32 shells, the start of a complete line-up, they say. I have seen some from both of these body makers and all I can tell you is that first, I'm delighted, but with mixed emotions over the proportions. Lancer is on the nose perhaps a shade wide and that's OK. Dynamic has gone their 1/24 route, trimmed them too low, they're flattened, wider than Lancer's and sport the now famous long Dynamic nose job. Please, please heed this manufacturers, 1/32 racers (the majority anyway) are not the same people as 1/24 racers. We really would like to see our cars more "on" in regard to proportion. Remember I said proportion, not scale. We can't hope for that till we get a good small motor and can do away with the popular can that is just too big overall for our needs.

Both these manufacturers have made their Can–Am cars so you can stuff a can in without problem, by the same token the one little GP shell I saw was so scale that when fitted over a can it was raised off the table top by almost a quarter of an inch. Please, do a little research not only on the real cars but on the application of the miniature.

Now, the British body makers, whom I have raked over the coals for sometimes disregarding quality and proporation, and who really could care less about our needs, realize that even though the can is not a popular 1/32 motor in their own country, it *is* here and so they, of course, were right on it and have formed shells, GP at that, that fit right over a Mura can like it was made for it and it probably was. They didn't just stretch the width or the height, they did a little sculpturing and proportioned them so they look right. It's almost a pity somehow though, they were the first with precision angle gears for our needs and now that they have lost that market they could strike out here too if the semi-scale 1/32 shell takes over like it did in 1/24, though I doubt the 1/32 enthusiast will allow it.

Enough on body makers. Now I hear one of the big ones will soon release a ready to run 1/32 angle winder, brass pan and all. Can you imagine this a year or so ago? This may account for a recent large order placed with Mabuchi for 16D size cans. It's been a long time since you saw a new Mabuchi. In any case, some people are preparing and why not, 1/32 racers spend money too, we buy the same rubber the 1/24 racers do, the same motors and the same gears. Now, RehCo out in Ohio has ready a beautiful little 1/32 sidewinder frame that looks just like the big ones. Add tires and motor and go. The price is half as much as what the 1/24 versions go for. Perfect? No, too many 1/24 components used like the rear bracket that would force the tires out to dimensions yet dreamed of by the SCCA. But they *are* doing something. In gears alone they have them at 20, 10 and 2 degrees; they look good and run well too.

So there you have it, except for one guy we left till last, and that's the shop owner. Well it should give him a broader line to carry and sell, new and more customers, and so help me if he can bring himself to believe that 1/32 cars just cannot run on tracks set up for 1/24 scale and do something about that he might just see some new activity in his raceway. The tracks are just too rough, surface-wise, a joint that causes a 1/24 car to flex its chassis just a hair will completely upset a 1/32 car and destroy it at speed. No big investment, you have the tracks, just align the sections as they should be, check the surface for roughness and get rid of it. Then, let it be known that you welcome 1/32 racers and can accommodate them too. We like buying parts from you, but we'd like to do more as well, like race. It may just help keep that circle going around and allow everyone, including the bigger cars, someplace to run and make noise.

If you're a modeler, interested in creating miniatures of the wide world of automobiles, we'll bet you've missed out on the model/art form shown here. After all, not every car is sparkling showroom new—some are near-basket cases. The Beverly Hillbillies TV truck is one of these. The most recent episodes of this television show feature the mod-rod version of the truck with Olds 442 engine and super-shiny paint. The more unique and interesting Hillbilly truck is the "wreck." MPC's latest 1/25 scale model kit includes parts to build either version.

The art of achieving an antique finish on a model car proves to be a most interesting change from normal car finishing. Don't be fooled into thinking it is easier, however. At least as much care, and far more awareness of what the real car should look like are required to duplicate a near-junker like the truck on these pages. The overall finish of any car that has been allowed to deteriorate in the weather is basically flat with any trace of shine or polish oxidized away by the sun or hidden under layers of rain-washed dust and grime. Gloss paints are OUT for a model like this. The basic body color of older cars and trucks is most often black or a subdued shade of dark blue or green. If the car was ever red, the paint has oxidized so the shade is more reddish brown than pure red.

The paint is often worn away from the most used areas of the car, like door edges, running boards, etc. The area under the fenders, the fender edges, and the front area of the car will also show wear and chipped paint. These wear areas can be simulated by brushing over the flat finish with flat aluminum paint, applied with a clean brush where only the edges of a few of the brush hairs are dipped into the paint. This same "dry brushing" technique is used to accent the grain of any exposed wood parts. The "wood" areas are painted with an overall light tan and the wood grain accented by dragging the "dry brush" with darker brown paint over the dried surface.

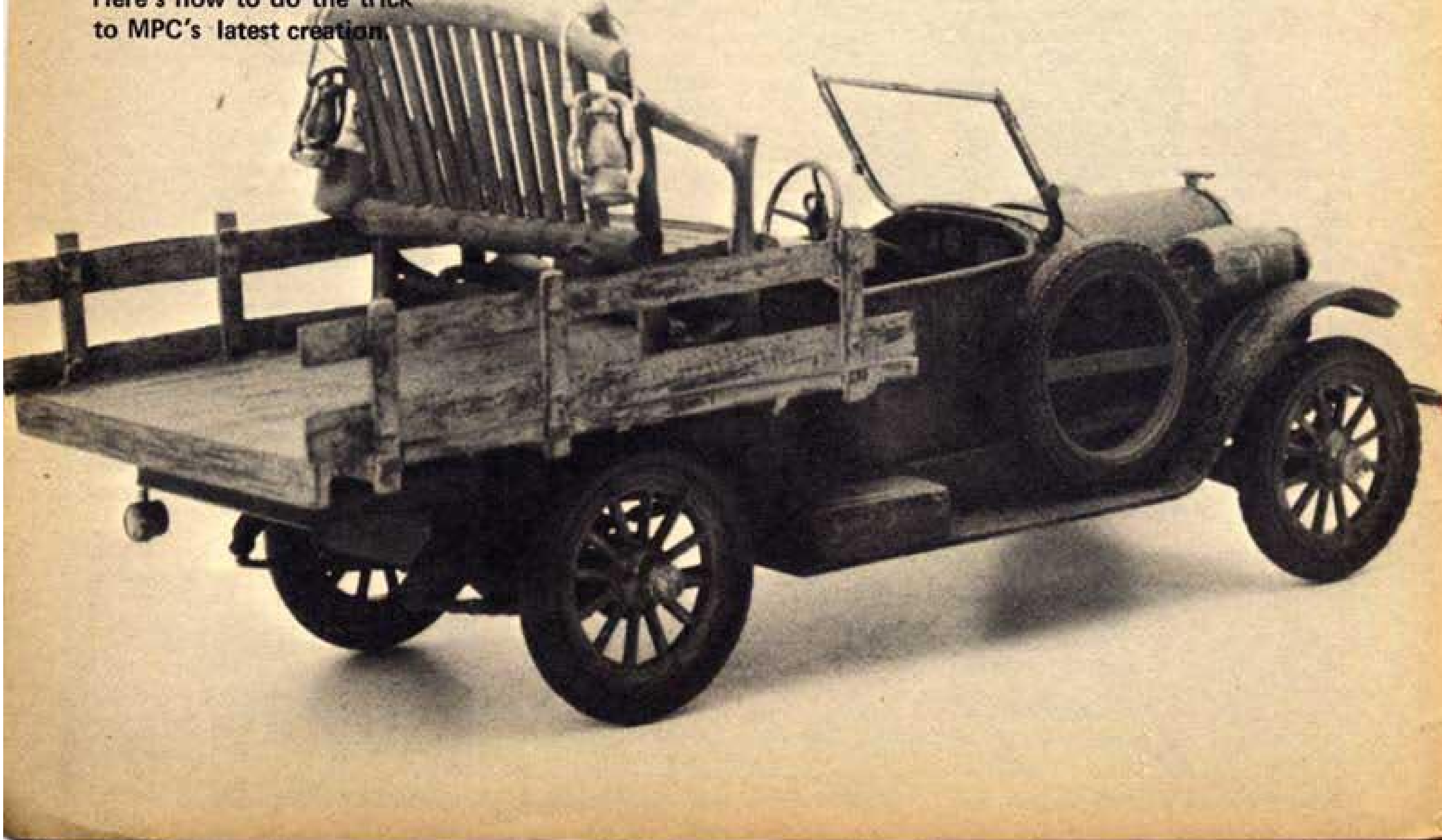
Rust will appear on areas of bare metal that are frequently wetted, particularly the under side of the car and chassis, the radiator's steel supports or cover, and the area around the battery. If the running boards are not rubber covered, they too will accumulate rust spots. Both Ulrich and Floquil make pre-mixed flat "rust" or you can mix your own following the instructions in the MPC Beverly Hillbillies truck kit. For most applications, the rust color should be cut about half with clear thinner. The rust marks on any vertical panels should "run" down the side, tapering toward the bottom of the rust streak. The same rust color is "dry brushed" over any areas where you have painted flat aluminum to indicate worn paint. About half of these areas can show as rust and the balance as worn but still unrusted "metal." Smears of rust will also appear on any chrome parts. Areas of the chrome parts that have chipped away plating, but are still too new to have rusted, can be simulated by painting spots of Ulrich gunmetal color or a mix of half silver and half flat black.

As a final antiquing touch, the entire model (except the tires) can be sprayed with a very light coat of about 10% flat grey or tan and 90% thinner. This will give the effect of sunbleaching to the entire vheicle, rust spots and all. The spray cans of Floquil "Instant Weathering" will achieve the same effect.

By Robert Schleicher

HILLBILLY HEAVEN

Know how to "age" an antique? Here's how to do the trick to MPC's latest creation.

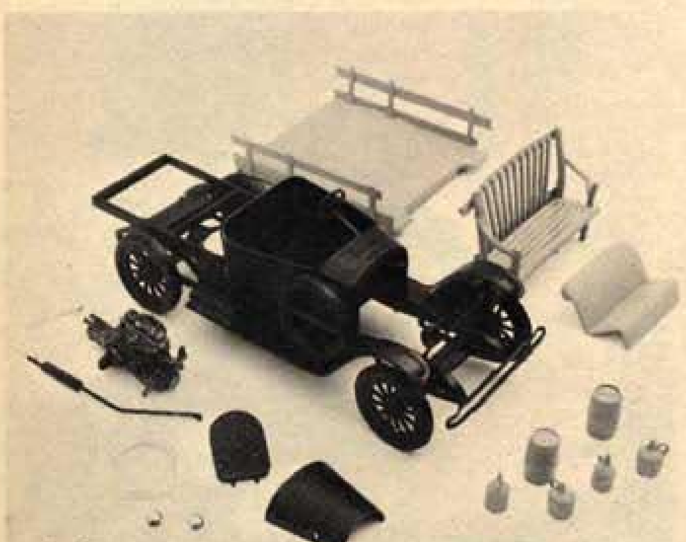




George Barris customized the venerable old Hillbilly truck into this mod rod version with Olds 442 engine and mags.



The MPC 1/25 scale Beverly Hillbillies Truck kit includes enough parts to build either the stock "antique" version (shown) or the modern hot rodded version.

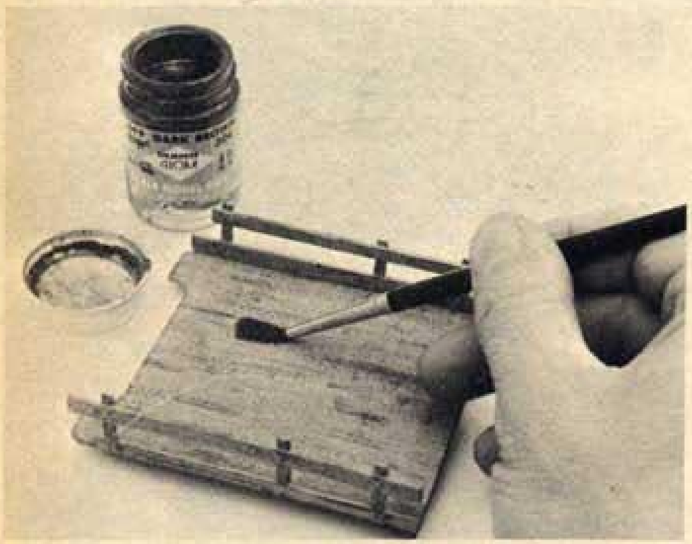


Assemble the MPC kit parts, following the kit instruction, to this point. Body and chassis are flat black, wood parts flat tan, as basic colors.



Floquil's model railroad weathering kit, "barrier" to allow use on plastic, and spray "Instant Weathering" can be used to "age" the truck, or use Ulrich's flat colors.





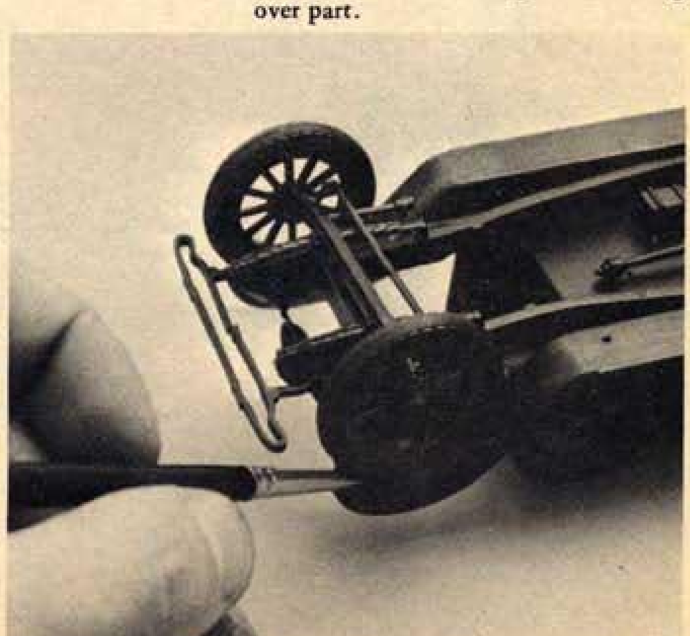
"Dry brush" dark brown over the assembled and tan-painted truck bed to achieve a wood grained effect.



Rustic wood rear seat can also be dry brushed with dark brown. Dip only a few hairs of brush in paint and drag over part.

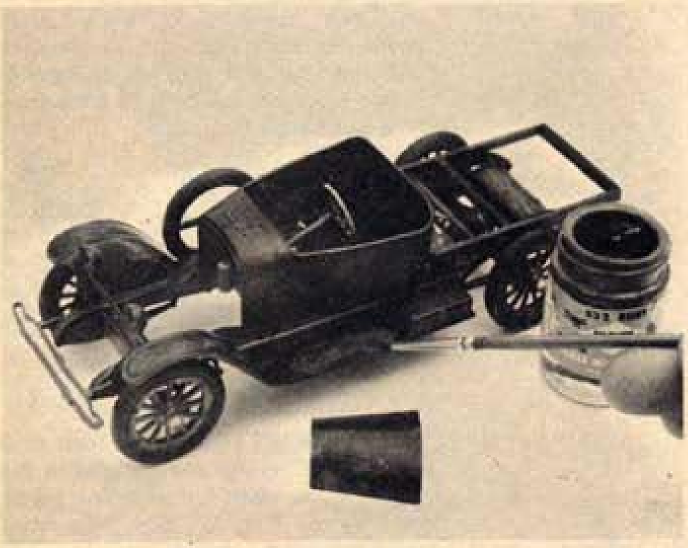


"Wash" on some flat black or dark brown over tan front seat to accent creases and pebble grain of plastic.

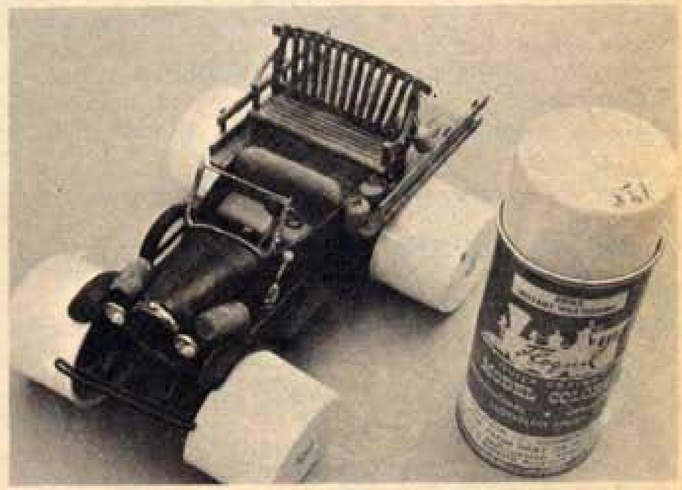


Underside of fenders is dry brushed with flat aluminum and large areas of rust.





Random areas of the body can also be dry brushed with flat aluminum, then rust, to simulate worn paint and rust.



Fully assembled truck can be further aged by spraying with a mix of 10% flat gray and 90% thinner or with Floquil "Instant Weathering." Spray can lids mask tires.



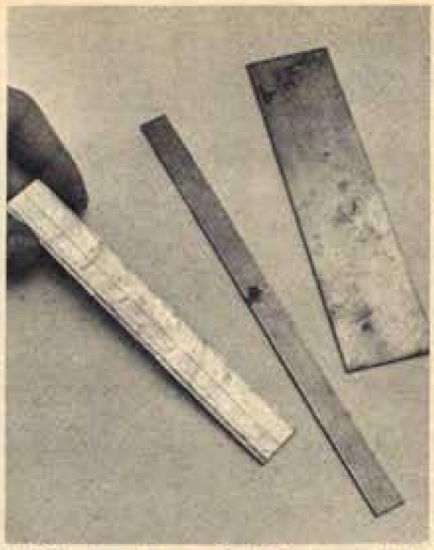
Jugs are tied to side of rear seat with tan colored thread twisted into a double strand and knotted. Glue barrels to fenders, but allow clearance for hood to be removed. Few chrome parts have spots of rust too.



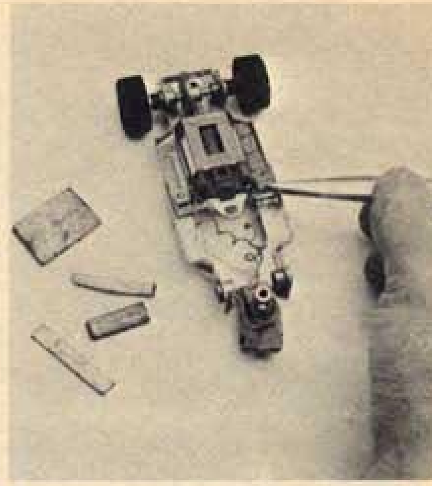
Finished model is a near-perfect match in both detail and color (or lack of it) to the TV star of the Beverly Hillbillies show. Model is as mud-spattered and rust-streaked as the real thing.

One of the first stumbling blocks for the home set owner, in search of a faster car, is finding a cure for the lack of traction. If the latest "closed cell" tires and wheels are substituted for the stock tires and treated with one of the tire additives used on the commercial race tracks, the typical home set race car will have ample traction. Unfortunately, this extra traction tends to make the home set car roll over, rather than slide out through the corners. Extra weight, applied to just the right area of the chassis, will solve the roll-it-in-the-turn problem and even further improve the tire's traction.

The 1/32 scale club racers discovered that a flat brass plate, suspended beneath the chassis, was the ideal way to apply extra weight to their chassis. The pan is now standard on the 1/24 scale cars for racing on commercial tracks. These flat brass weights are commonly called "pans", and if an entire chassis is constructed around these flat weights, the chassis itself is dubbed a "pan chassis". The drawings in the February 1969 issue of MC&S are an example of how the pan concept is integrated into a complete chassis design for the ultimate in 1/32 scale home/club racing.



A bit of extra weight is needed to make any of the 1/32 scale ready-to-run cars handle at their best. K&S offers a wide variety of brass strips and, in some cases, printer's lead can be used.

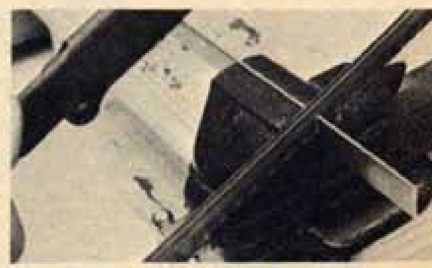


Printer's lead is sold by some raceways, or you can obtain from a local printing shop. About 1/16" x 1" strips are most common. Several small chunks of this lead can be glued to chassis to try the effect of changes in weight distribution on the car's traction and handling.

Lower your car's center of gravity the easy way.

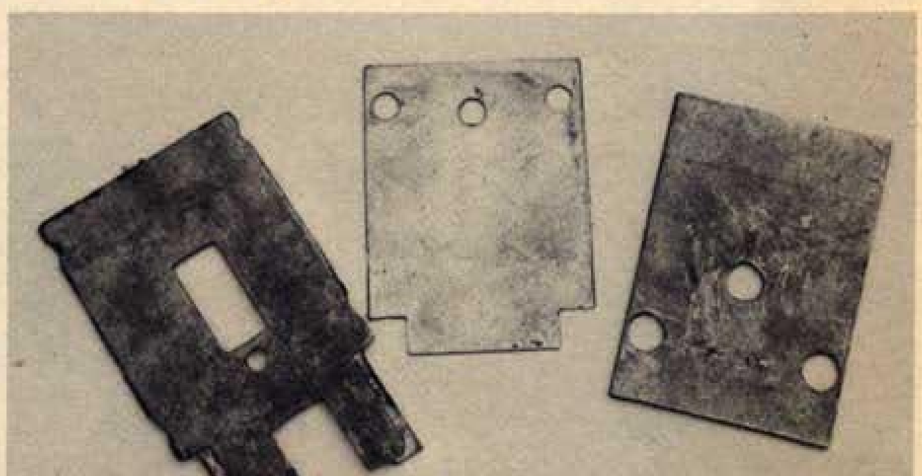
GO "PAN" FOR PERFORMANCE

By Robert Schleicher



.025" or .032" thick K&S brass strip in ¼" or ½" width can be used at the sides of the chassis. For a full width pan, try the 2" wide strips. Brass strips are cut into about 2½" length to clear front and rear tires. File edges of saw cut.

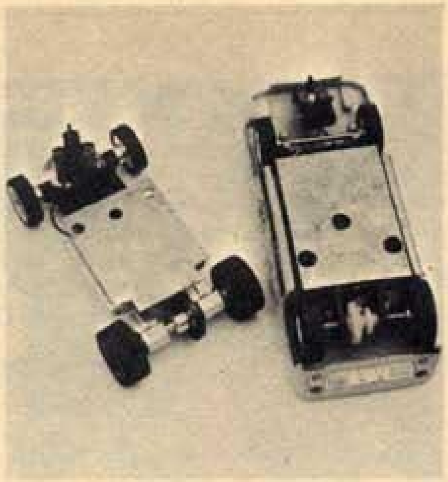
The pan concept is most effective when the pan is allowed to rattle around a few thousandths of an inch beneath the chassis. With the Dynamic cast kit chassis components, the "rattly" pan is relatively easy to fit. On most brands of ready-to-run cars, the rattly pan is so difficult to install that you are better off to fit the motor, axles, and wheels from your ready-to-run into one of the completely hand-made chassis like those in the February MC&S. Before attempting one of these hand-made chassis, gather some experience in fitting and adjusting the weight balance of the simpler brass pans on one of your ready-to-run chassis. The photos, here, will give you all of the data you'll need to discover the value and weight adjustment procedures of the pan.

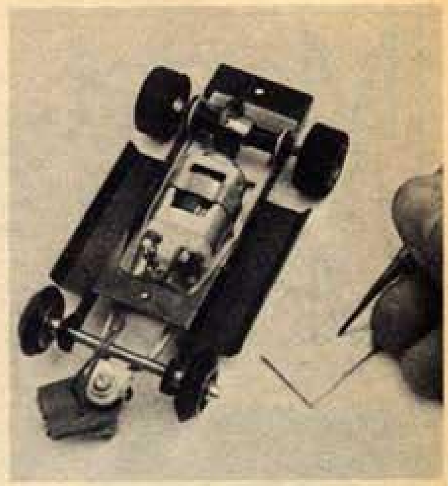


For extra weight over rear wheels, the brass pan must be cut to fit between tires and gears like the piece at left. Holes may be drilled to allow access to body mounting screws and/or motor.



Cut brass pan can be glued to bottom of motor on home set cars like the MRC/Scalextric (right) or Strombecker.

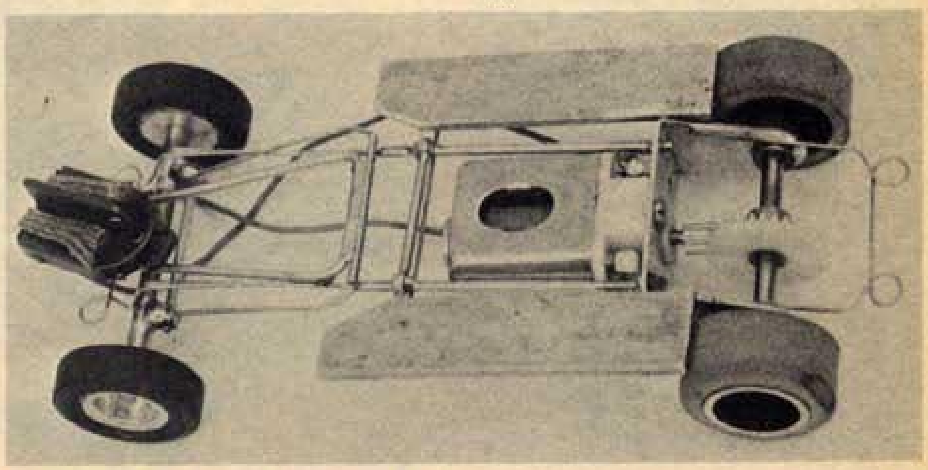




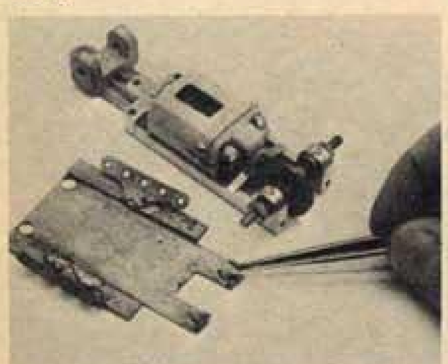
Some ready-to-run 1/32 scale cars lack sufficient ground clearance for a full pan beneath motor. On cars like the Cox, printer's lead can be cut in half and strips glued on each side of chassis.



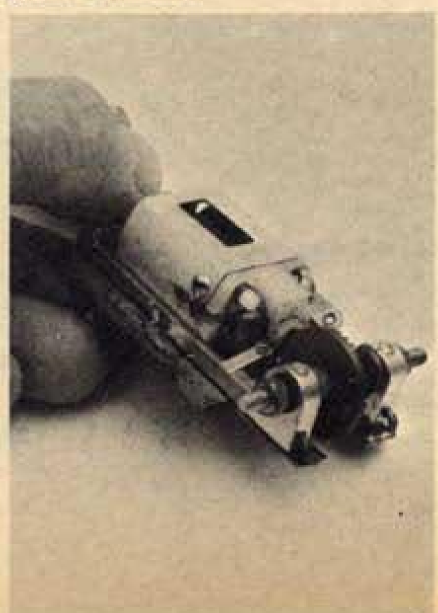
Complex piano wire or brass tube chassis, like this Buzco chassis built for a 1/32 scale stock car, require soldering to add strips beside motor. .032" x ½" brass strips were cut to clear drop pickup arm. Rear corner of side pans is soldered to motor/axle bracket. A piece of piano wire, extending across frame, is soldered to each pan at the front.

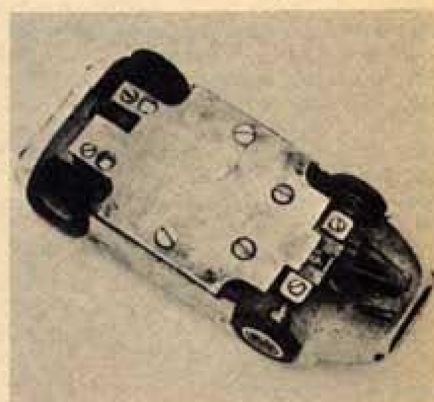


Pans are most frequently positioned as far to the rear as possible to just clear rear tires. 26D-size Mabuchi is too thick to allow pan to extend beneath it and still have necessary 1/16" ground clearance.



This pan has "U" brackets of 3/64" brass soldered to rear edge. Brackets fit loosely into 1/16" holes drilled into the rear of this Dynamic cast metal chassis. Screws at front are also a loose fit in tapered holes in pan. When installation is complete, pan should be free to rattle a few thousandths of an inch from side to side beneath chassis.



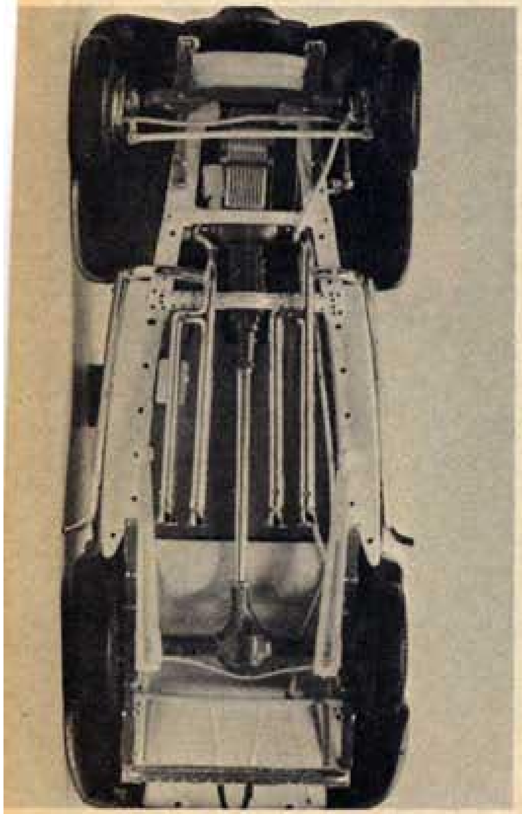


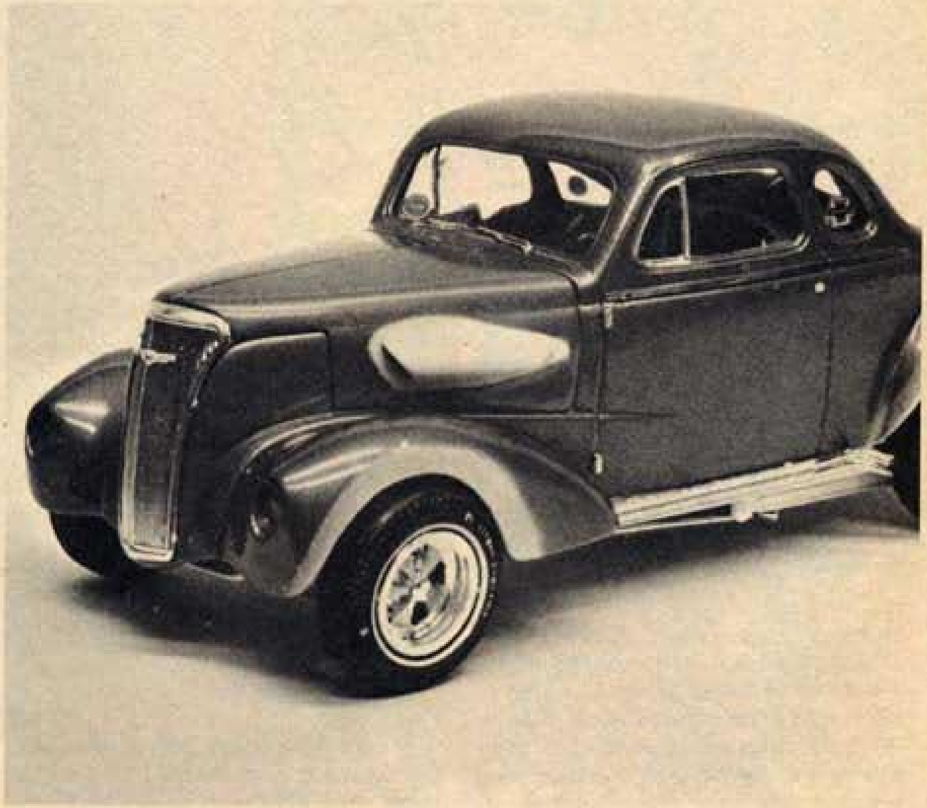
This Dynamic chassis was drilled and tapped (threaded) to accept +4-40 flat head screws. Screw's taper will bottom against frame to leave just enough rattle clearance for .032" brass pan. Holes in pan are just a bit smaller than the head of the screw to leave pan loose without it falling off of chassis.

Model of the Month

HOW TO ENTER OUR CONTEST

You can enter any kind of a model you like (train, plane, boat, car, etc.) so let your imagination run wild! Just send one or two sharp black and white (no color please, we can't use it) photographs of the model, and a brief description of what you have done to it. Remember, other readers are interested in what you have done to your model, so be specific when mentioning the parts that you used. Send to: Editor, MCS, 171 Barrington Place. West Los Angeles, California 90049. Sorry, we can't return photos.





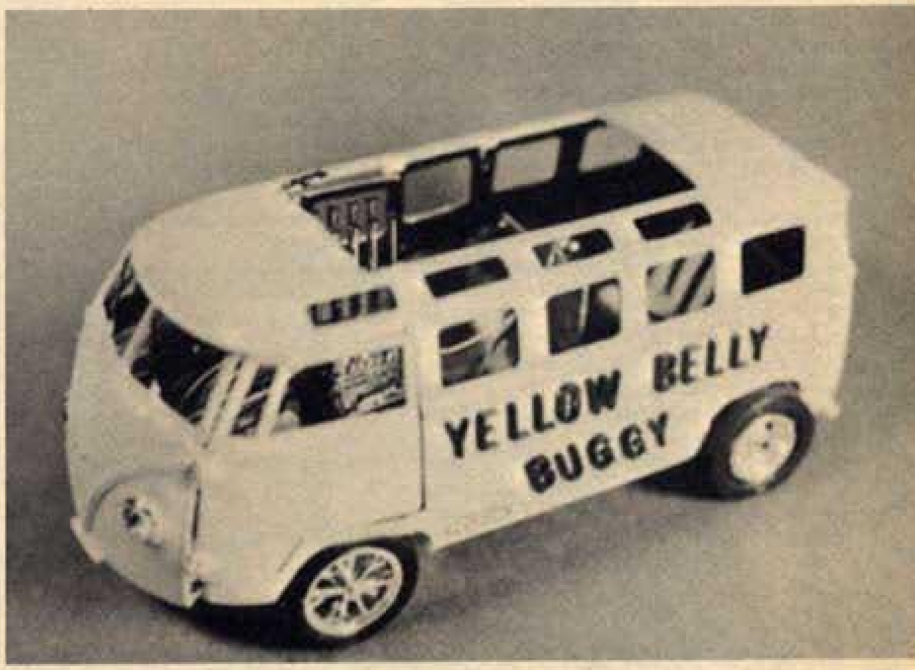
The $25 Savings Bond, the glory and the whole shootin' match goes to Chris Geiger of 111 Hendrickson Ave., North Merrick, N. Y. 11566 for his sanitary '37 Chevy coupe. Chris left the body pretty well stock except for molding the headlights into the fenders, the scoops into the hood sides and the fenders into the body, after removing the running boards. The "427" Chevrolet has dual quads and is detailed with fuel lines, radiator hoses, spark plugs, ignition wires, throttle linkage and battery cables. The chassis is done in white and blue. The paint is metallic blue with white with matching blue and white corduroy interior. *Super, Chris. Your Savings Bond is on the way.*



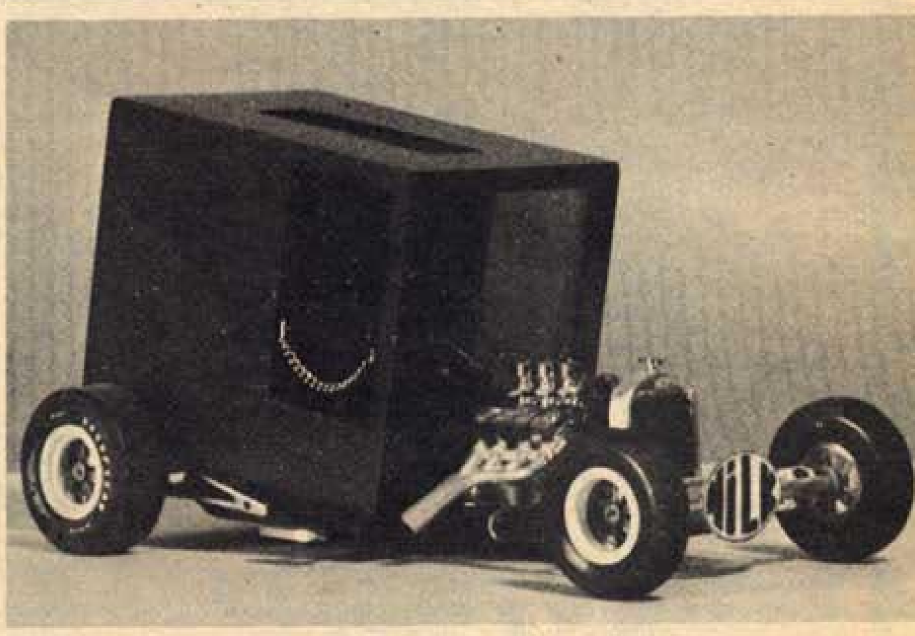
Here's what you can do with a basically stock '68 AMT Ford Galaxie to make it into a very attractive display piece. William Fleming, of Rome, N. Y. entered this Ford, but converted it to a Funny Car. The interior is done in gold and black, complete with rollbar. The exterior is finished with four coats of silver undercoat and a cover coat of mist green, covered by seven coats of clear. The engine and underside is fully painted. *Very nice, Bill.*



Scary! A Chrysler powered Revell VW Micro-Bus? That's what Tim Devine, of Northridge, California came up with. The "Yellow Belly Buggy" is equipped with twin chutes; traction bars from AMT's '68 Firebird; front tires and wheels from Monogram's Boot Hill Express; rear wheels and tires from MPC's Mr. Unswitchable; and a Moon gas tank and pedals from AMT's Mustang Funny Car and their Don Garlits Wynn's Jammer. The interior is ultra-detailed and loaded with safety features. Included are a fire extinguisher from MPC's '68 Dodge Charger; a padded steering wheel and rollbar from AMT's Hurst Hemi Under Glass; and the driver's helmet from AMT's "427" Corvette. The MPC '68 Camaro provided a perfect seat. Tim scratched up a shoulder harness and seat belts from pin striping tape and an escape hatch. Six coats of Testor PLA yellow spray were applied to the body and two coats to the seat, helmet and chutes. All doors open for easy access to the engine. *Beautiful effort, Tim.*



Alan Hare, 14 years old, from Montreal, Quebec, Canada really "went off the deep end" with his scratchbuilt replica of Bob Reisner's Milk Wagon. Alan built the body from 1/8" masonite and cut the windows and sunroof out of sheet celluloid. Taillights were lifted from Revell's Mysterion and the handrails from a '66 Imperial pick-up truck. A "390" Ford, fully wired and detailed provides locomotion. The front suspension consists of a shortened Porsche front end, straight tube axle and hand-formed radius rods from copper wire. Rear suspension is scratchbuilt too, featuring dual coil-over-shock units coupled with a quick-change differential and live axle. Slicks are AMT's with Jo-Han mags all around. The frame is from a '34 Mercedes-Benz, modified of course. The body and accessories were painted candy blue. Alan says it is his first attempt! Then we congratulate you, Alan. *That's a great first effort.*



Rhinebeck, N. Y. has a modeler they can be proud of - Kevin Russell. Kevin sent us pictures of his '55 Revell Chevrolet, which he has modified to suit his own tastes. The wheels are from a '68 Camaro, the stacks from a '68 Dodge Charger. The fully-wired "427" Chev has been set back a half-inch to make room for a fuel and water tank. The rear suspension features working springs. Kevin gave the body four coats of flat black and fogged gold over that. *Nice, Kevin.*



The official voice of HO racing

HOCCI World

Here are the final race results and national standings.

January 1969 was the date. Mini-Wheels Raceway, Highland Park, New Jersey the site. The event, the third HOCCI mail-in race of the season. This one decided the National Champions; this one, was the HOCCI NATIONALS for 1968.

All previous records were broken. New classes not in existence last year were competing and there was one of the biggest point upsets yet.

Here are some highlights and notes from this day's racing program. First, the entire program ran exactly 10 hours, 27 minutes, non-stop. Fourteen different events were run for both stock and modified classes including drag racing, road racing and the now annual Land Speed Record Run.

Aurora once again removed all doubt regarding its popularity, powering over 90% of the entries. Tyco machinery was in the winner's circle again this year and may cause some new rules to be created. Faller of Germany, though not strong in number proved to everyone's satisfaction that they have in stock form, more than enough power to compete against and beat anything yet made by Aurora. Atlas cars were not on the entry list this year, we're sorry to say, though the Atlas Tool Company proved its support of HOCCI by again supplying all of the necessary track for both the drag races and the land speed event.

Lancer clear shells were seen on some of the modifieds, but nowhere in the number we had expected to find. Lindberg, on the other hand, was represented by their Porsche Carrera shell, which was never intended for racing.

In almost every car in the modified classes, AJ's was the supplier of wheels and tires, and of these, silicones far outnumbered sponge. Independent turning front wheels seem the way to go and the variations on this theme prove only that some manufacturer should do something with it.

The most common (and most effective) modification seen was the hand-formed brass pan that was attached to the bottoms of so many cars in the modified class. We know of at least two companies now preparing commercially made pans and it will be interesting to see how they will mount them, rigid or floating.

Fifteen states were represented at race time and the largest single entry received and registered from one member was eleven cars. For the Land Speed Record, a highly modified Aurora Ferrari Dino took top honors for the second time. And the fastest four cars all broke the previous world's record. Bert Hass' Ferrari Dino now holds Official HOCCI World's Land Speed Record for the mile at 4.25 seconds at 1242.35 m.p.h.

The picture of Bert's car will tell the story a lot better, but the first thing you'll notice is that this car is running with three magnets. Workmanship and preparation left nothing to do but warm the oil and run.

This meet also introduced the first scratch-built HO anglewinder we have ever seen. The creation of Carl Dreher, this miniature Ford Mirage had just about everything you could think of under its well-detailed Lancer clear shell that had been painted and numbered in authentic colors. The hinged body opened to reveal not only an angled motor, but complete interior with full figure driver, controls right down to the gear shift and foot pedals. Spare, radiator, trans, hoses and steering components. This certainly was the most popular car at the meet and performed creditably on the road course and ran fast enough to take second in the Land Speed Run.

Here are the results of the mail-in and the final national standing for 1968 with facts, figures and details.

Race Director and Chief Timer—Jose Rodriguez, Jr.

Chief Marshall— Dick Jones
Race Steward— Alba Jones
Proxy Drivers— Scott Waters, John Hilton, Bob Rack, Steve Stein, Jim Uveges, Kermit Jones
Relief Drivers— Greg Gerhartz, Joel Eichler, Chris Liebenberg
Chief Scorekeeper— Edward Loo



First and Second place Stock Drag winners, Bert Hass' second place Faller XKE Jag and Carl Dreher's winner, an Aurora Ford.

Third HOCCI Mail-in Event Results

	STATE	CAR		TIME
DRAG (STOCK)				
1. Carl Dreher	Ind.	Aurora	Ford	2.19 sec.
2. Bert Hass	N.Y.	Faller	XKE Jag.	2.59
DRAG (MOD.)				
1. Art Walicki	Ill.	Aurora	Camaro	1.70
2. Fred Riess	N.J.	Aurora/ Faller	Willys	2.08
NASCAR (STOCK)				
1. Ken Kimball	Calif.	Aurora	Buick	
2. Bert Hass	N.Y.	Aurora	Oldsmobile	
3. Barry Gray	Pa.	Aurora	Buick	
NASCAR (MOD.)				
1. Art Walicki	Ill.	Aurora	Ford	
2. Kim Shaw	Ind.	Aurora	Ford	
3. Barry Gray	Pa.	Aurora/ Lancer	Dodge	
4. Bert Hass	N.Y.	Aurora	Oldsmobile	
TRANS-AM (STOCK)				
1. Barry Gray	Pa.	Aurora	Mustang	
2. Bert Hass	N.Y.	Aurora	Camaro	
TRANS-AM (MOD.)				
1. Cliff Osgood	Fla.	Aurora	Cougar	
2. Kim Shaw	Ind.	Aurora	Camaro	
3. Bert Hass	Calif.	Aurora	Camaro	
4. Ken Kimball	Calif.	Aurora	Camaro	
SPORT (STOCK)				
1. Bert Hass	N.Y.	Tyco	Corvette	
2. Jay Stott	Texas	Aurora	Chaparral	
SPORT (MOD.)				
1. Bert Hass	N.Y.	Aurora	Cobra	
2. Carl Dreher	Ind.	Aurora/ Lancer	King Cobra	
3. Jeff Zacher	N.J.	Aurora	Chaparral	
GRAN PRIX				
1. Cliff Osgood	Fla.	Aurora/ Lancer	STP Turbine	
2. Curt Fredrickson	Ill.	Aurora/ Lancer	STP Turbine	
3. Bert Hass	N.Y.	Aurora	Indy Lotus	
4. Carl Dreher	Ind.	Aurora/	STP Turbine	



Winners in Modified Drag were Art Walicki's Aurora Camaro and Fred Riess' Aurora/Faller Willys.



NASCAR Stock division brought in Ken Kimball's Aurora Buick; Bert Hass' Aurora Oldsmobile and Barry Gray's Aurora Buick.



NASCAR Modified had four top men finishing; First-Art Walicki's Aurora Ford; Second-Kim Shaw's Ford; Third-Barry Gray's Aurora powered lancer Dodge and Bert Hass' Aurora Olds.



Trans-Am Stock was won by Barry Gray's Aurora Mustang and in second Bert Hass' Camaro by the same company.



Trans-Am Modified was bigger with First to Fourth; Cliff Osgood's Aurora Cougar; Kim Shaw's Aurora Camaro; Bert Hass' Aurora Cougar and another Camaro from Ken Kimball.



Sport Stock was won by the Hass Tyco Corvette, followed by Jay Stott's Aurora Chappie.

Lancer

GT (STOCK)			
1. Bert Hass	N.Y.	Tyco	Mako-Shark
2. Barry Gray	Pa.	Aurora	Ford J
3. Edwin Williams	N.C.	Faller	XKE Jag.
4. Art Walicki	Ill.	Aurora	Porsche 904
GT (MOD.)			
1. Carl Dreher	Ind.	Aurora/ Lindberg	Porsche Carrera
2. Barry Gray	Pa.	Aurora	Ford GT
3. Boyce Edison	Ind.	Aurora/ Lindberg	Porsche Carrera
4. Edward Loo	N.Y.	Aurora	Ferrari Dino

LAND SPEED RECORD				
1. Bert Hass	N.Y.	Aurora	Ferrari Dino	4.25 sec.
2. Carl Dreher	Ind.	Scratch	Ford Mirage	4.50
3. Bert Hass	N.Y.	Aurora	Oldsmobile	4.69
4. Bert Hass	N.Y.	Aurora	Cobra	5.00
5. Curt Fredrickson	Ill.	Aurora	STP Turbine	5.10
6. Bert Hass	N.Y.	Aurora	Cougar	5.25
7. Clifford Osgood	Fla.	Aurora	STP Turbine	5.50
8. Jeff Zacher	N.J.	Aurora	Chaparral	5.78
9. Carl Dreher	Ind.	Aurora	Porsche Carr.	5.79
10. Art Walicki	Ill.	Aurora	Camaro	5.87
11. Orville Banasik	N.D.	Faller	Porsche 904	5.90
12. Art Walicki	Ill.	Aurora	Ford	5.99
13. Edward Loo	N.Y.	Aurora	Ferrari Dino	6.10
14. Den Kimball	Calif.	Aurora	Camaro	6.17
15. Carl Dreher	Ind.	Aurora	King Cobra	6.28
16. Clifford Osgood	Fla.	Aurora	Cougar	6.37
17. Bert Hass	N.Y.	Aurora	Lotus Indy	6.40
18. Edwin T. Williams	N.C.	Faller	XKE Jag	6.48
19. Boyce Edison	Ind.	Aurora	Porsche Carr.	6.50
20. Carl Dreher	Ind.	Aurora	Ford	6.55
21. Carl Dreher	Ind.	Aurora	STP Turbine	6.60
22. Kim Shaw	Ind.	Aurora	STP Turbine	6.70
23. Ken Kimball	Calif.	Aurora	Cobra	6.71
24. Kim Shaw	Ind.	Aurora	Ford GT	6.80
25. Ron Esterline	Ind.	Aurora	Porsche Carr.	6.95

So there's your wrap-up of the 1968 season with Carl Dreher, a hard man to beat right from the start of the season, the champion. Second place overall looked like a sure thing for Barry Gray till Bert Hass opened the flood gates at the last meet of the season and racked up more points in one meet than anyone else ever has done.

Overall, the quality of the cars improved with each meet, but were not as good, appearance wise, as last year's entries. Stiffening of the rules will take care of this.

And before we forget, we would like to tell all of our members that, contrary to what appeared in print several months ago regarding awards for just the top man overall, HOCCI has sent out awards this year for 1-10 in overall standing, 1-3 in stock, 1-3 in modified, a special award for the Land Speed Run and a Best Engineering award for the scratch built sidewinder.

Now, some equally important news that concerns every HOCCI member and every manufacturer of H.O. equipment. Our present rule book is, at best, less then we should like it to be. We have been gathering material and researching problems for an entire year now prior to printing a revised and expanded edition. However, the current state of what is considered legal in Modified requires that we lower the boom right now. With the publishing of this notice the following dimensions for body shells, wheels, and tires is in effect *and will be enforced.* Any car entered at future HOCCI meets not

meeting these specifications will not be allowed to run. We know that this will not please some of our members, but we also know that the majority will approve since it means better, more scale-appearing cars. HOCCI and its directors intend to continue the organization as its founder intended—an HO enthusiast organization for the building and racing of scale cars. HO "thingies" *will not be allowed* and therefore we are stopping those approaching this condition.

We have consulted with several manufacturers of HO equipment who agree and promise products that will meet with HOCCI's approval. It is hoped that those manufacturers about to introduce HO equipment will use these specifications as their guide. Starting with the 1969 May Mail-in only these classes and dimensions will be recognized:

TYPE	STOCK	MOD.
SPORTS	SC	SCM
G.T.	GT	GTM
G.P.	GP	GPM
NASCAR	NA	NAM
TRANS-AM	TA	TAM
L.S.R.		LSR

OFFICIAL RESULTS OF THE 1969 HOCCI NATIONALS

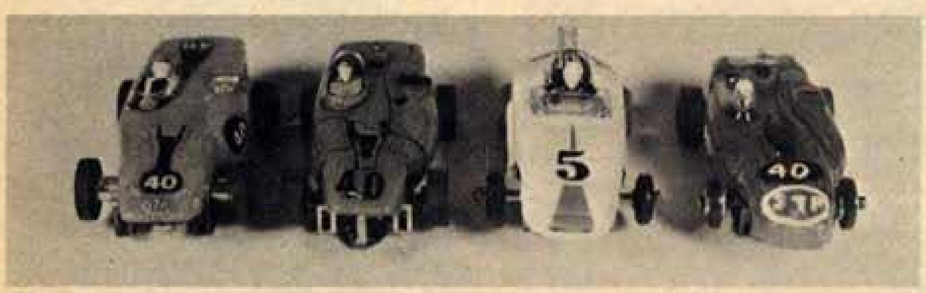
		TOTAL POINTS WON		
NAME	STATE	STOCK DIV.	MODIFIED DIV.	OVERALL
Carl Dreher	Ind.	46	62	108
Bert Hass	N.Y.	37	40	77
Barry Gray	Pa.	45	18	63
Art Walicki	Ill.	10	29	39
Bruce Rosenberg	Ore.	21	12	33
Kim Shaw	Ind.		22	22
Bruce Hunton	N.Y.		22	22
Carl Schoneman	Ill.		21	21
John Merilatt	Texas		18	18
Dennis Elliott	Texas		16	16
Cliff Osgood	Fla.		16	16
Jay Stott	Texas	15		15
Greg Pomeroy	Texas		14	14
Ken Kimball		8	5	13
Lt. Walter J. Cloud	Kan.		11	11
Lee Freitag	Ore.	8		8
Eric Platt			8	8
John Jolly			8	8
Richard Harrison	La.		8	8
Paul Kocher			8	8
Larry Kershner			7	7
Curt Fredrickson	Ill.		7	7
Fred Riess	N.J.		7	7
Kevin Moller	Texas		6	6
Boyce Edison	Ind.		6	6
Edwin Williams	N.C.	6		6
Jeff Zacher	N.J.		6	6
Robert Wrenn	Va.		6	6
Orville Banasik	N.D.		5	5
Edward Loo	N.Y.		5	5



Sport Modified saw two, much faster cars, with the Hass Aurora Cobra taking it, followed by Dreher's Aurora-powered Lancer King Cobra. Jeff Zacher's third place Chappie was not available for the photo.



GT Stock had a 1, 2, 3, 4 winner's circle with the Hass Tyco Mako, Barry Gray's Ford J, Edwin Williams Faller XKE and Art Walicki's Aurora Porsche 904.

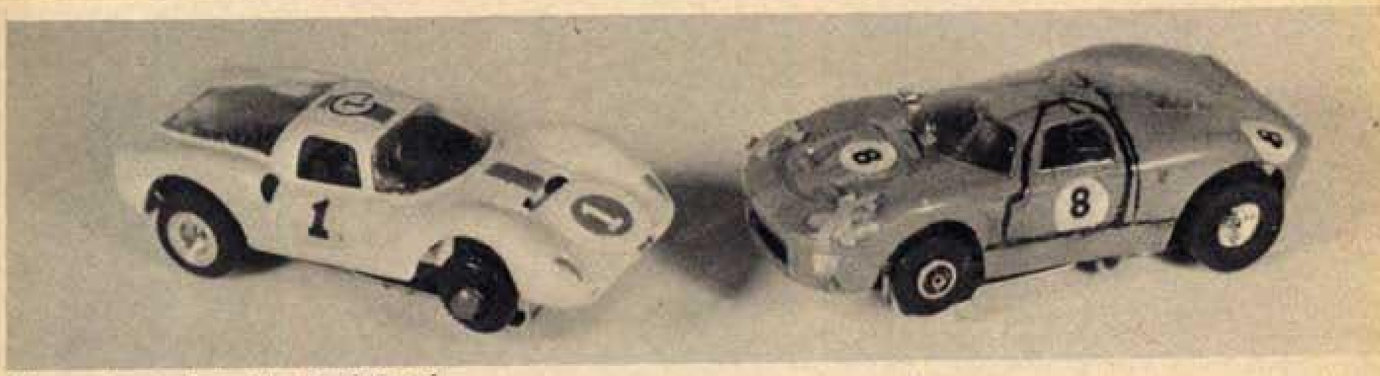


GP was almost an all Indy line up and would have made Andy Granatelli weep with joy. First to fourth, Cliff Osgood's STP Turbine, Curt Fredrickson's STP Turbine, Hass' Lotus and another STP by Dreher. All STP cars were Aurora-powered, Lancer-bodied.



GT Modified saw the first Lindberg bodied cars in competition with Carl Dreher's Porsche Carrera, Aurora powered; Gray's Ford GT; another Lindberg Porsche Carrera in third by Boyce Edison, and another camera-shy fourth by Ed Loo's Ferrari Dino.

Max. Body Length	Max. Body Width	Max. Wheel-Base	Max. Tread	F. Tire Max. Dia.	F. Tire Min. Dia.	F. Tire Max. Wid.	F. Tire Min. Wid.	R. Tire Max. Dia.	R. Tire Min. Dia.	R. Tire Max. Wid.	R.Tire Min. Wid.
3"	1-1/4"	1-1/2"	1-3/16"	7/16"	3/8"	3/16"	1/16"	7/16"	3/8"	7/32"	1/16"
3"	1-1/4"	1-1/2"	1-3/16"	7/16"	3/8"	3/16"	1/16"	7/16"	3/8"	7/32"	1/16"
3"	11/16"	1-1/2"	1-3/16"	7/16"	3/8"	3/16"	1/16"	7/16"	3/8"	7/32"	1/16"
3"	1-1/4"	1-1/2"	1-3/16"	7/16"	3/8"	3/16"	1/16"	7/16"	3/8"	7/32"	1/16"
3"	1-1/4"	1-1/2"	1-3/16"	7/16"	3/8"	3/16"	1/16"	7/16"	3/8"	7/32"	1/16"
4"	1-1/4"	3"	1-3/8"	1/2"	3/8"	7/32"	1/16"	1/2"	3/8"	7/32"	1/16"



First and second for the Land Speed Record were Bert Hass' highly modified Aurora Ferrari Dino and Carl Dreher's scratch-built Ford Mirage.





Here's a close-up of the Land Speed Record holder for 1968, the Hass Ferrari Dino with three, count them, three magnets.



Best Engineering went to Carl Dreher's scratch-built Ford Mirage, the only HO anglewinder we know of, and one of the best performing cars at the Nationals.





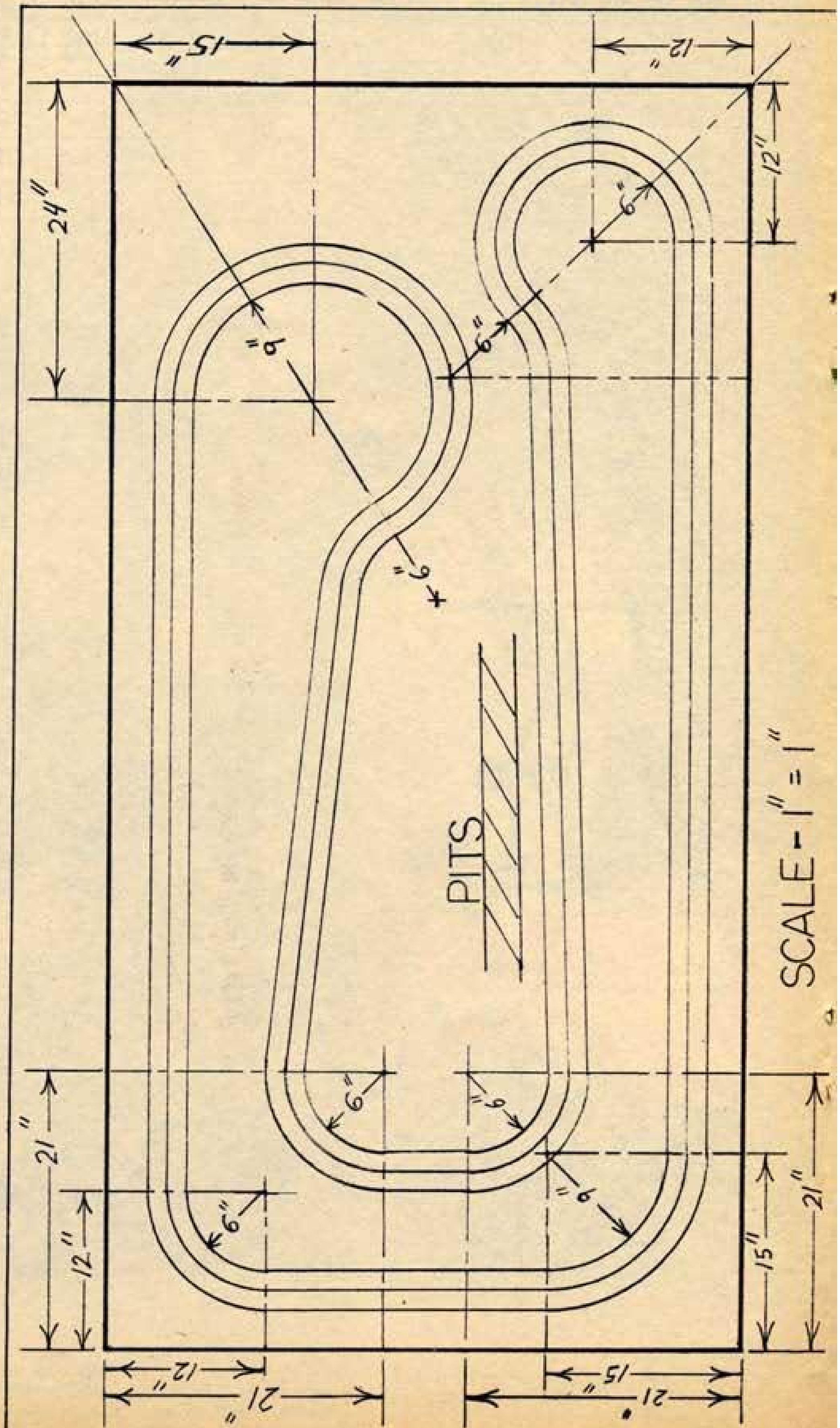
Some of the awards presented to the winners by Raceway Host, Mini-Wheels; hand-painted Lancer shells ready to cut and mount.

By John Windsor

THE ULTIMATE IN HO TRACK

Now we're really getting with it! Here's how to rout and tape the track.

PART II



We got sidetracked, thanks to a rampant case of the Hong Kong Flu (see "Flu Bug" in the March issue). The first part of this track building series appeared in the February, 1969 issue of MCS, and the second part was supposed to have appeared in the following (March) issue.

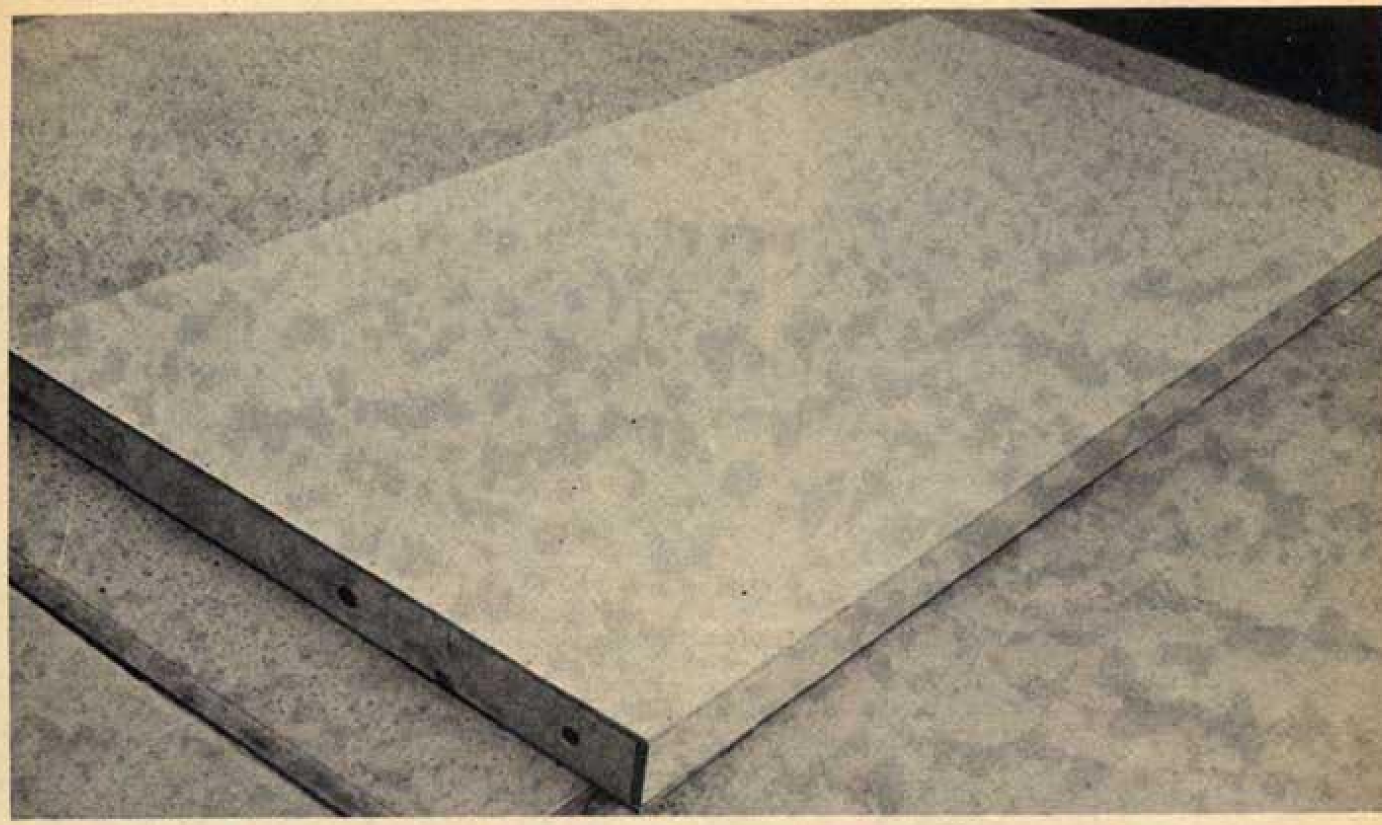
At any rate, here's the second part of this three part story. The track is a custom-routed, three-lane layout on one 4' x 8' table that will fold up against the wall when not in use. It's the ultimate track for compactness versatility and just plain fun!

We had difficulties right from the start. First off, the conventional HO slot is just 1/16" wide. The smallest router bit made is 1/8" wide—way too big! This rules out using a conventional router.

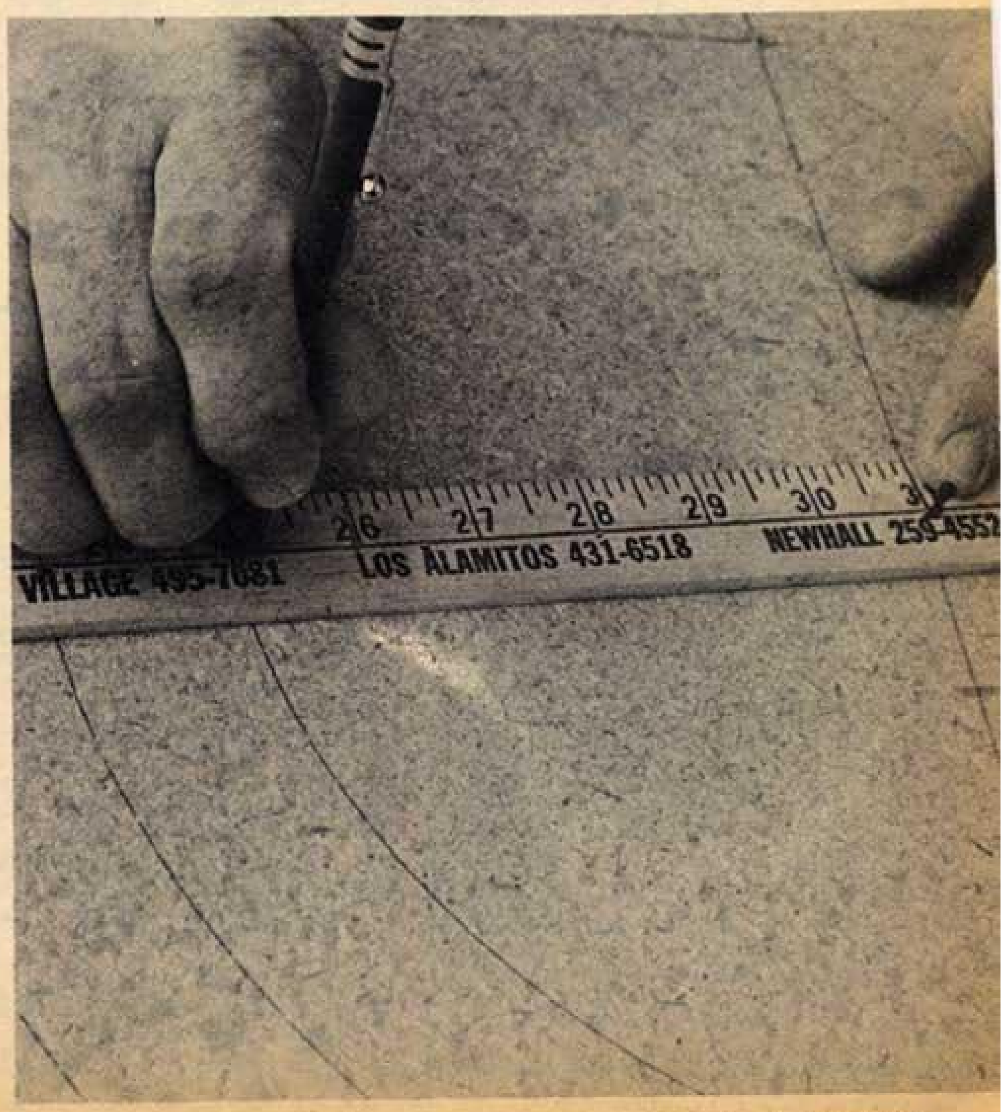
What to do? Here's what we did, and we recommend it to you too. Ask any hobbyist who owns a Dremel Moto-Tool what he thinks of it. He'll tell you that he just couldn't build models without it. Well, we couldn't have built this HO track without one either. We used Dremel's great "Model 270 Moto-Tool." This is the latest version of the old reliable "#2 Moto-Tool." of which there are thousands in use. The new Model 270 sells for $29.95 and it's an excellent investment. It costs $5.00 per day to rent a conventional router anyway, so if your club has four or five (or better yet, still more) members, the cost of acquiring the Moto-Tool can be brought down to just a few bucks each. After the track is finished, the tool can be left at the track site, and every member can have access to it. Many clubs buy tools this way, and it makes an inexpensive way to acquire these handy items.

Dremel's new router base accessory is necessary too. The use of the Moto-tool solved the problem of where to locate a 1/16" router bit, because Dremel's #103, 1/16" wide, straight-faced router bit is perfect.

A word of warning! 1/16" is *very* fine, and *very* fragile. We broke three of these bits, and we were extremely careful, so you may as well plan on using up at least that many. Buy four



This is the 4' x 8' table that we showed you how to build in the February issue of MCS. If you missed this part, send 50¢ to: Back Order Dept., *Model Car Science Magazine,* 131 Barrington Place, Los Angeles, California 90049. Ask for February, 1969 issue.



Transfer the drawing to the track surface, using a yardstick set up in this manner. Drive a nail through one end as a pivot, and use the nail to punch small holes at the required distances from the pivot, in order to draw the various radii curves. Insert a sharp pencil or ballpoint tip through the proper hole, and draw the curves.

to make sure, and work extremely cautiously.

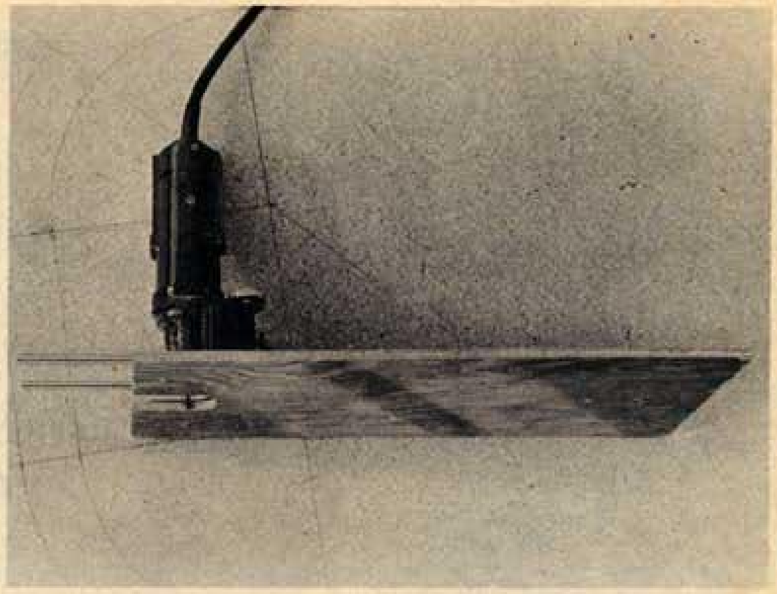
It's an ideal club track. Split four or five ways, the cost is very low, and the track is ideal for club events.

Routing and taping the track should keep you busy until next month, when we'll show you how to wire the complete layout, including pit lights, etc. When we've finished that, we'll get on with a bit of racing, then show you how to apply scenery.

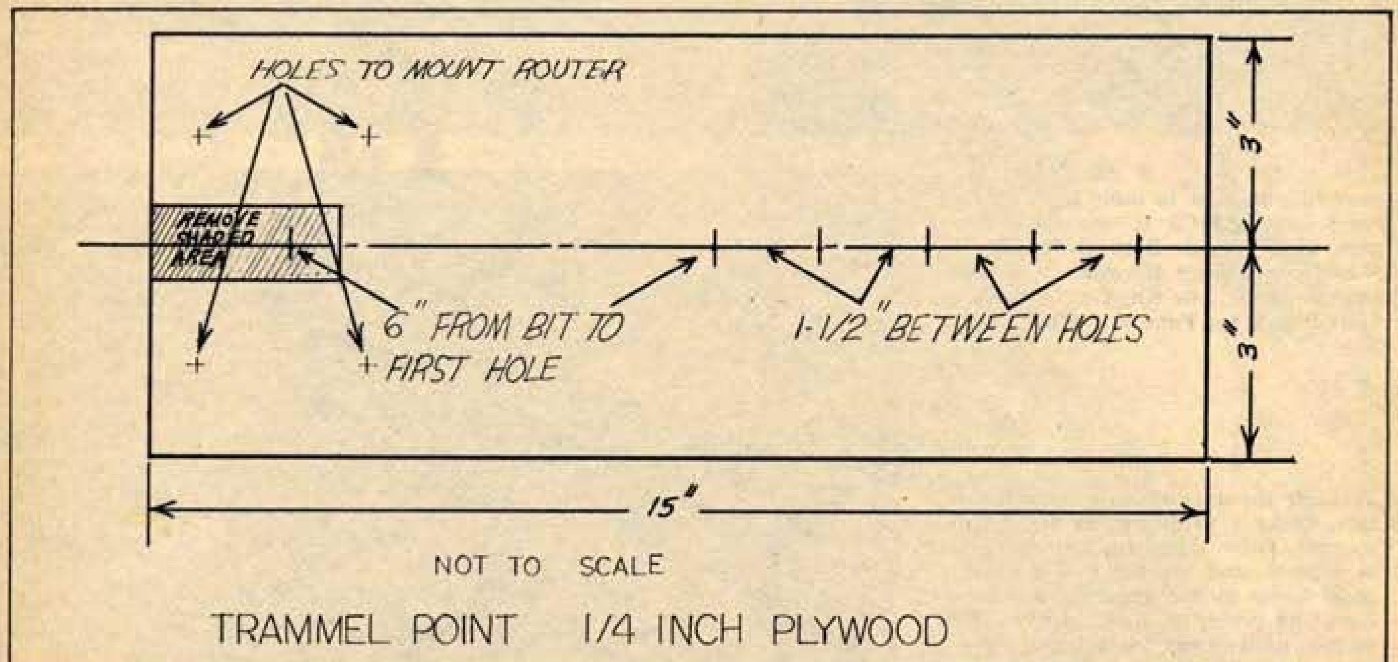
If you missed the February, 1969 issue showing you how to build the table, send 50¢ to: Back Order Dept., *Model Car Science Magazine,* 131 Barrington Place, Los Angeles, California 90049.



After the curves are drawn, draw in the straights, using a ballpoint or pencil and a long, straight-edge board.



Build the trammel point (to cut the curves) from the drawing. This one is simple to make, and works fine.

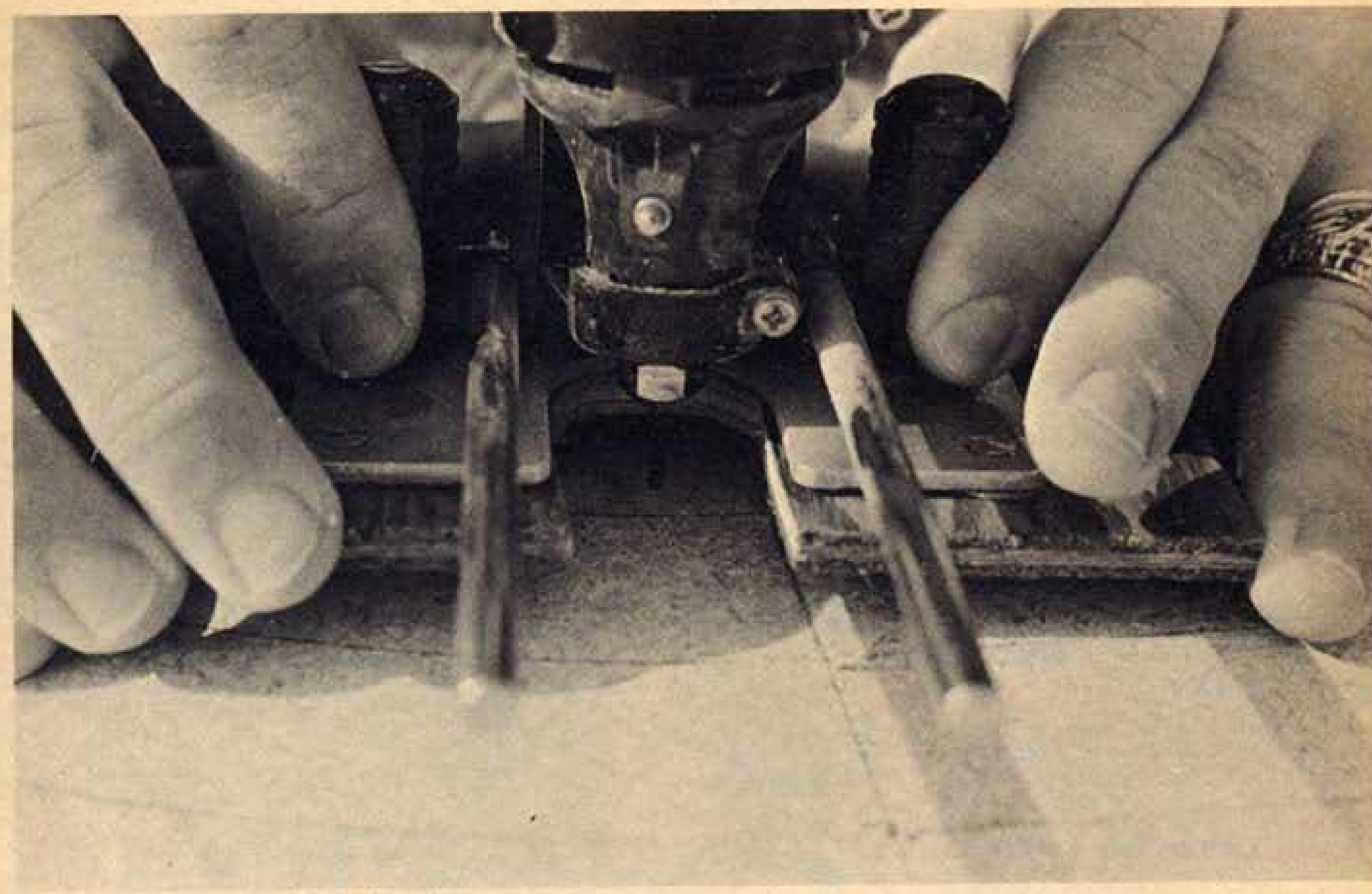




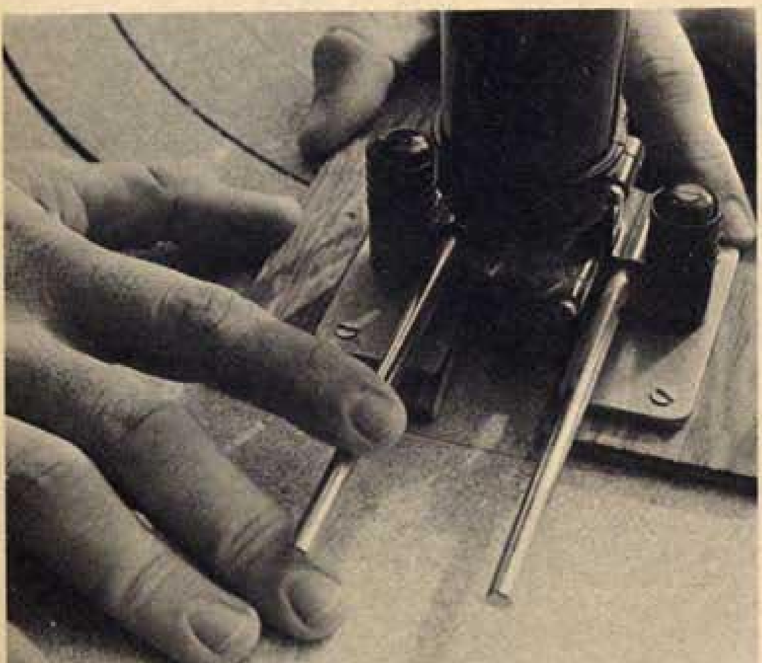
Drill a 1/16" hole at each curve entrance. Set the bit to a depth of 1/8" below the bottom of the trammel point. Do not do any work on the router when it's plugged in! Place the pivot nail in the proper hole in the trammel point, and set the bit in the hole at the curve entrance.

PARTS LIST	WHERE TO BUY IT	PRICE
One each, #270 Moto-Tool	Federated Sales Co. Dept. MCS,	$29.95
Four each, #103 Moto-Tool, 1/16" router bits, @ $1.25 each	9020 Las Tunas Drive Temple City, Calif. 91780	5.00
One Dremel Routing Attachment	" " " "	9.95
One, 90' roll of adhesive-backed copper tape	Auto World, Dept. MCS, 701 N. Keyser Ave., Scranton, Pa. 18508	4.95
One can McCloskey "Dura-Fame" polyurethane liquid plastic	Most hardware and/or paint stores	3.50
		$53.35

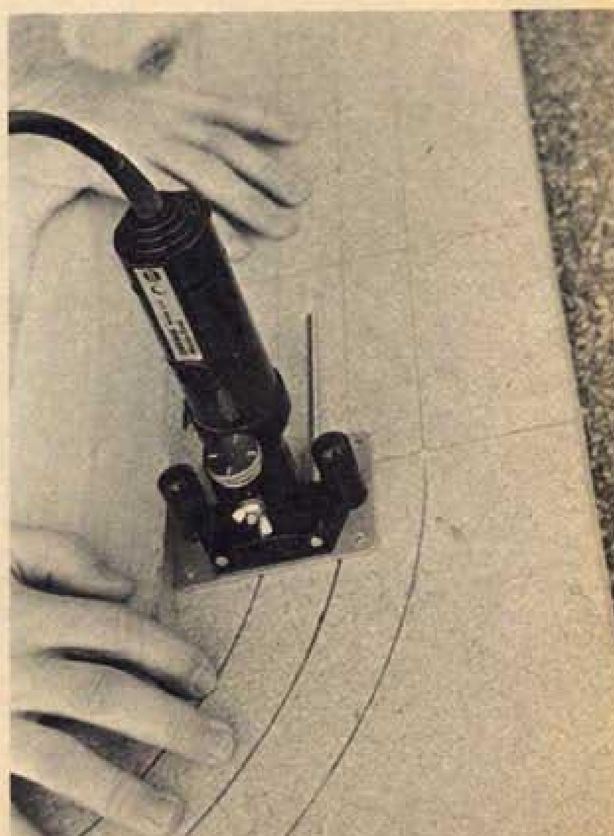
NOTE—Longer life for the routing bits can be obtained by reducing the speed of the Moto-Tool from its 30,000 r.p.m. to approximately 20,000 r.p.m. This can be achieved by plugging the router into a rheostat. There are several on the market, but the Dremel rheostat sells for $9.95, and is specially designed for this tool.



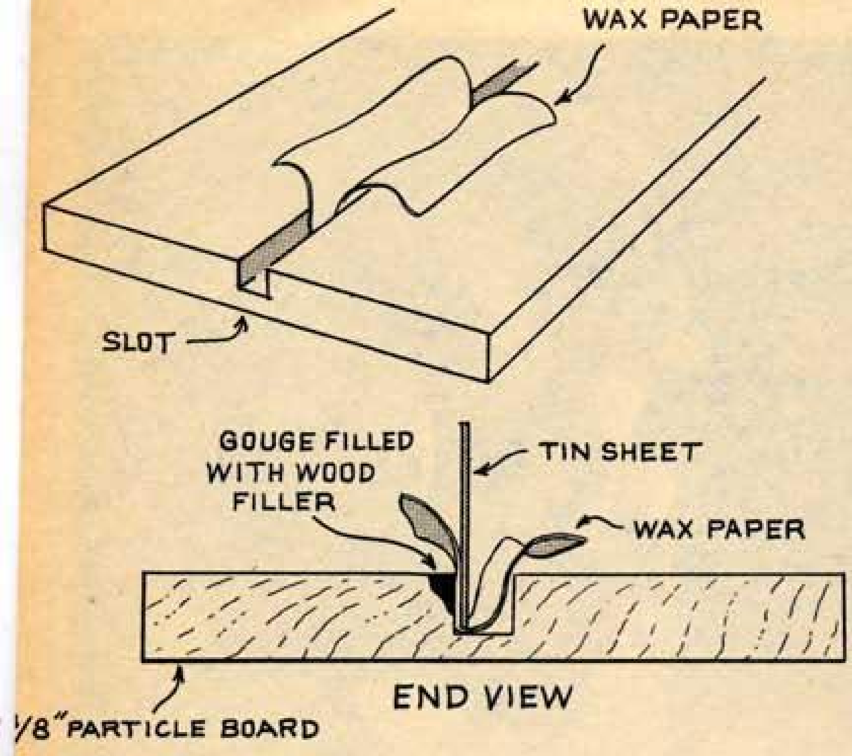
Lift the router bit out of the hole and swing it through the curve to make sure that it stays directly over the pencil line.



If everything checks, place the router bit in the hole again, and cut the curves, very slowly—1/16" bits are extremely fragile and they'll break easily. Pause occasionally to let the bit cool. Never force it! Hold the router down firmly, but not too tight, or the bottom of the trammel point will drag on the track.



After *all curves* are cut, clamp or nail down a long, straight board to line up the straights with the curves. Check each end several times before you cut the straights to make sure the board did not move. Cut the straights.



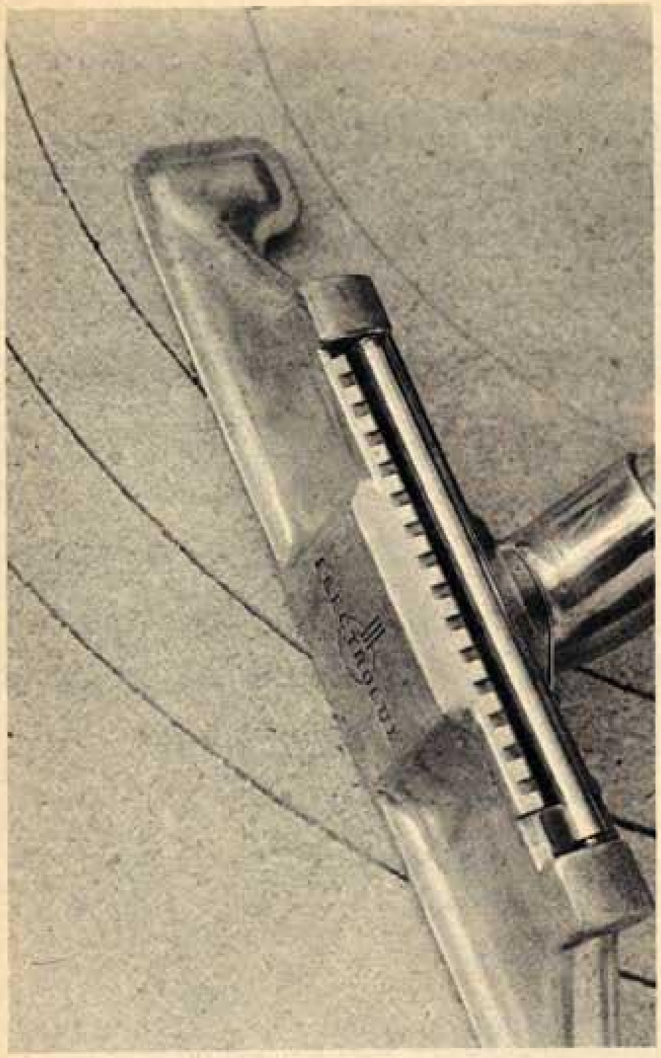
If you made an error, you can fill the bad spot with wood putty. Hold a thin sheet of tin (or something similar) against the wall of the slot, and pack the putty into the bad spot with a putty knife. Let it dry, then sand smooth.



Run a piece of fine sandpaper through the slots to remove any burrs.

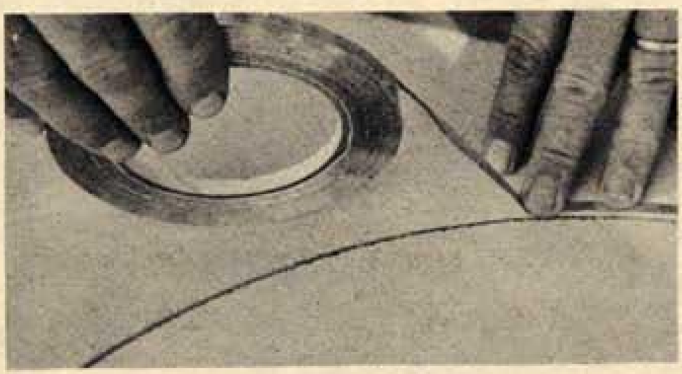


Sand the track surface perfectly smooth with a block of wood wrapped in first medium, then fine sandpaper. Or use a belt sander for speedier results. Vacuum the track and wipe with a slightly damp rag.

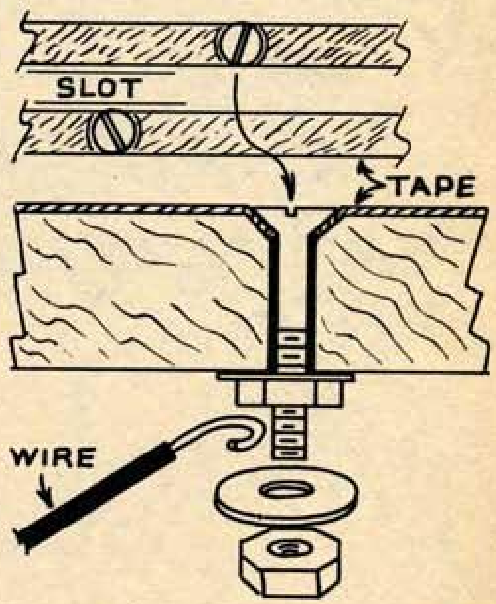




Seal the track with "Dura-Fame" Polyurethane liquid plastic, which forms an extremely hard, smooth, slick finish that is ideal for Silicone tries. Use a clean brush and follow the instructions on the can to the letter. Three coats are perfect. When the final coat is thoroughly dry, sand with a block of wood and fine sandpaper again, then vacuum and wipe clean with a slightly damp rag.



Tape the track after cutting the 1/4" wide copper tape in half with a sharp scissors. Use an HO car to check to see how far from the slot you should place each tape. The tape should be centered directly under the car's pickups. Apply the tape without wrinkles. "Stretch" it slightly around the corners. Use a "burnishing tool" made of soft wood to completely flatten the tape against the track.

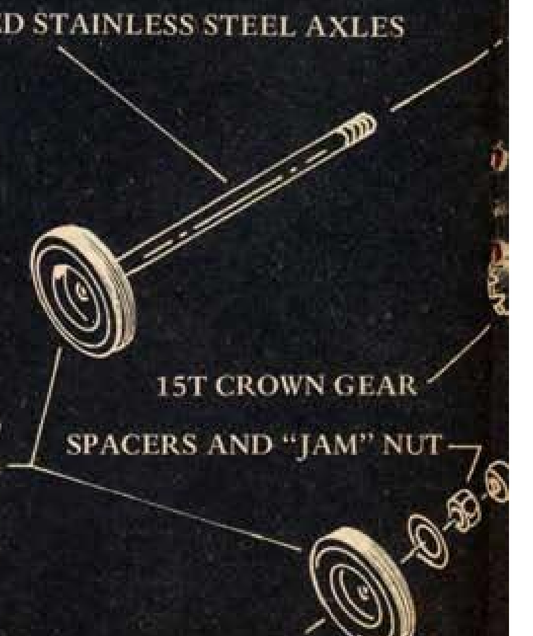


Where the ends meet, scrape the adhesive backing from a half-inch long section about two inches from the ends. When the pieces overlap and are pressed together, electrical contact will be complete for that particular tape.

By the MCS Staff

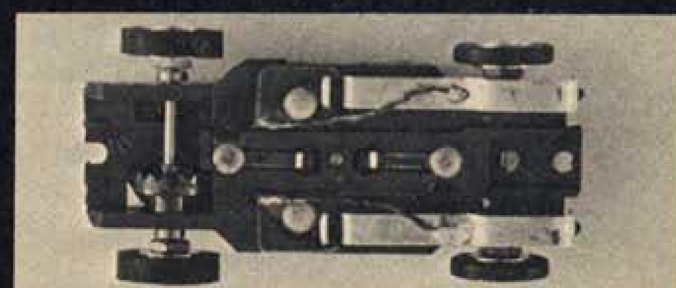
HO CUTAWAY

A look inside LaGanke Racing Product's new "Stage II" T-Jet chassis



The HO Scene is heating up considerably! The car you see on these pages is a heavily-modified Aurora T-Jet chassis by LaGanke Racing Products. Dubbed the "Stage II Chassis," this powerhouse sells for $10.00, ready to run. Just add the body and GO. Here's what you'll find inside.

Item	Part No.
"Tiger" armature with silver commutator	P/N 270
Hard copper brushes	P/N 180
"Tiger" magnets (super strength)	P/N 310
"Tiger Tail" pickups, silver plated	P/N 231
Aluminum 0-80 threaded wheels with "Tiger Paw" tires	P/N 164
Wheel spacers and jam nuts	P/N 165
"Tiger" magnet shims	P/N 250
New high-speed brass bearings for axles and gear shafts	
Lightened and vented gear plate	
Lightened and vented chassis	
Super tension pickup springs	
Track tested, ready to run	



The "Stage II" chassis should be available at your local hobby shop now, or order direct from LaGanke Racing Products, Dept. MCS, 670 South Green Road, South Euclid, Ohio 44121.

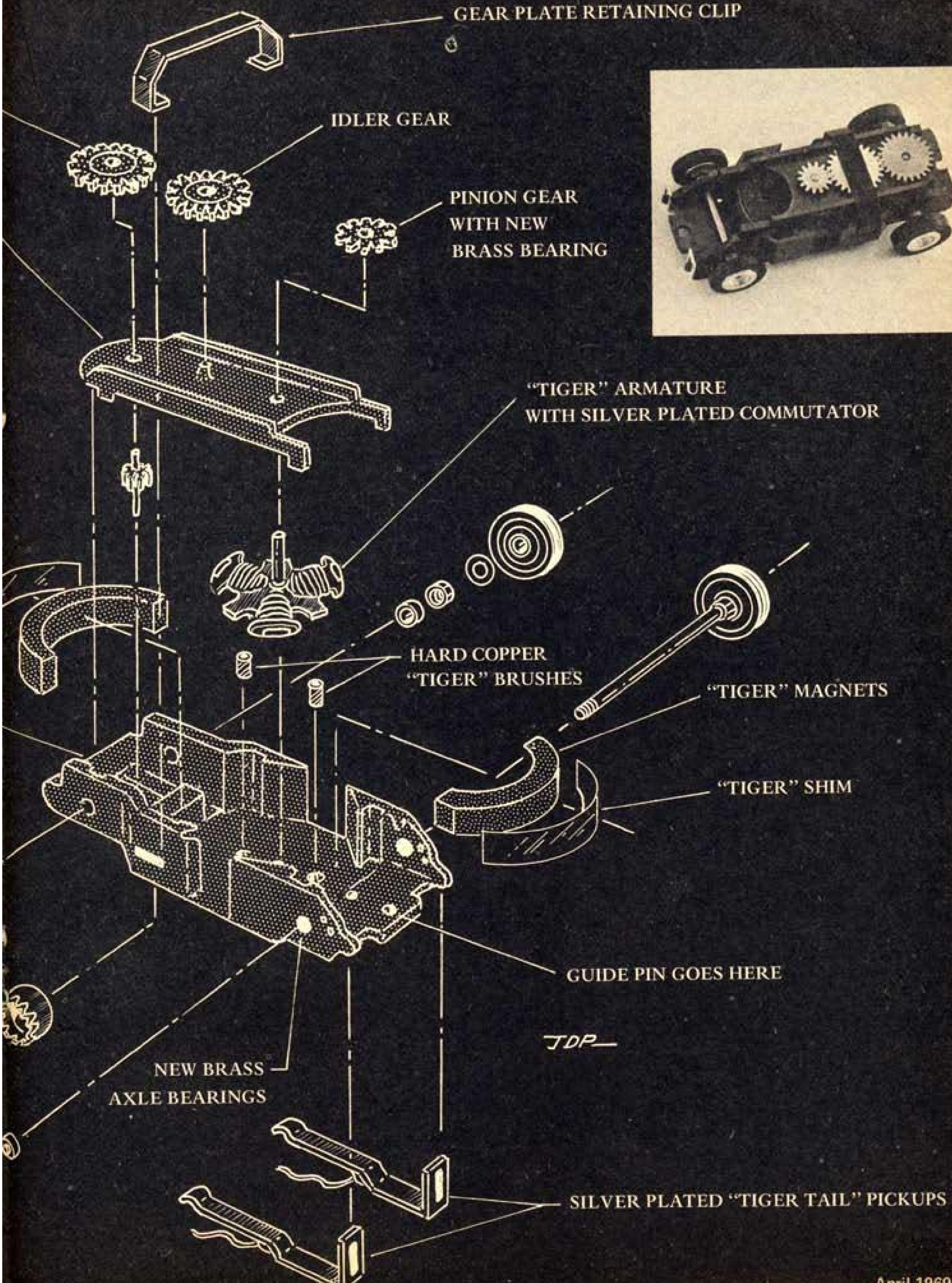
A "Stage III" version of this same chassis will be available soon for $12.00, ready to run. It features all of the "Stage II" mods, plus a new "Tiger" brass pan beneath the chassis and a few more factory goodies, as yet unannounced. We'll test one as soon as it's ready.

LaGanke promises new items for Aurora's Formula One cars too, which you'll possibly see in next month's MCS, if LaGanke can ready them in time. Rumors have it that there'll be silver and copper brushes, "Formula Rewind Tiger armature" on a special gearplate, a hop-up kit, new "Wide Oval" tires and a brass pan for Formula and T-Jet chassis.

You'll see a new catalog from LaGanke soon. Watch for it, we'll announce it when it's ready.

There was insufficient time for testing of this State II chassis this month, due to the time it took for the cutaway drawing to be completed, but we'll test it on the "Ultimate HO Track" that is running in this issue. Watch for it in next month's issue of MCS. The "Ultimate HO Track" will be our official MCS test track for all future HO tests, in order to have a stable test track that will allow consistent test conditions.

HO's alive and well and living in the offices of MODEL CAR SCIENCE! Stick around!


GEAR PLATE RETAINING CLIP
IDLER GEAR
PINION GEAR
WITH NEW
BRASS BEARING
"TIGER" ARMATURE
WITH SILVER PLATED COMMUTATOR
HARD COPPER
"TIGER" BRUSHES
"TIGER" MAGNETS
"TIGER" SHIM
GUIDE PIN GOES HERE
JDP
NEW BRASS
AXLE BEARINGS
SILVER PLATED "TIGER TAIL" PICKUPS

the HO scene

By Tom Payne

Through the magnifying glass into the "little world" of racing.

"TABLE TOP CONTEST WINNER"

If this fellow's name looks familiar to you, it probably is. He won our contest a while back, but this new layout gets him the prize again. Another one year subsciption, which we'll tack on to the one that we gave you before, Orville Banasik, of 2406-10th St. N. Fargo, North Dakota 58102. Good job!

Orv's track is mounted on a 4' x 12' board, which folds up against the wall. The course is just under 60 feet in lap length and is fully wired for night racing. The track is powered by four transformers located under the hill. Controllers are 45 ohm Atlas goodies. The main pit area consists of six Aurora double pits, side-by-side. Each pit is lighted. The Dunlop bridge was made from a tricycle tire. This course serves as the home course of the HO Racing Association of Fargo (HORA of Fargo). The club has ten members and they race every Saturday afternoon (modified only).

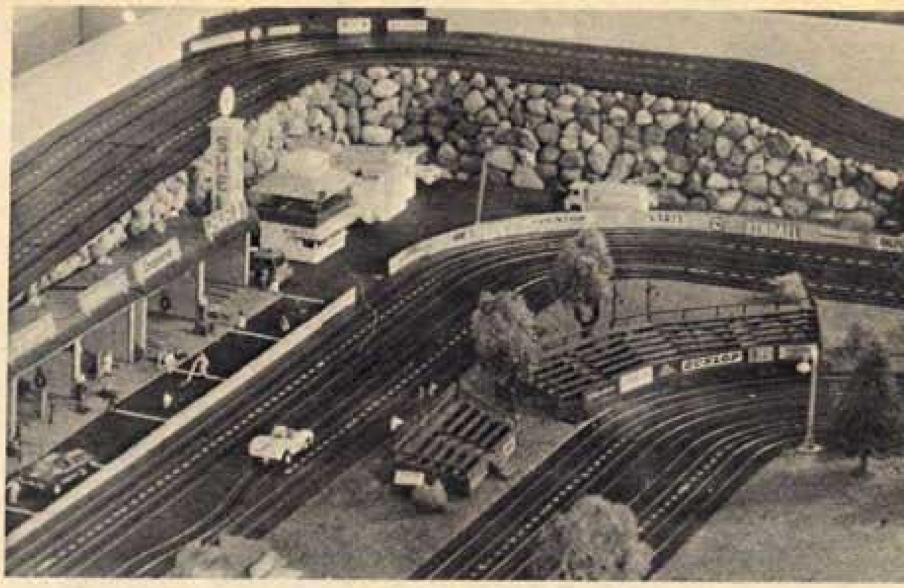
"I WANT TO THANK YOU" DEPT:

Hoo boy! Thanks a million, guys, for the avalanche of mail that you've sent to me, congratulating me on my first HO column. Ray Hoy reports that this is the heaviest mail response ever given ANY writer in the history of MCS! That should prove that HO scale is where it's happening! Keep it coming.

IT'S HOBBY SHOW TIME!

I'm going to accompany the founder of HOCCI (and our fearless leader) Sahib Hoy, to the great Windy City, just one week after I write this, for the annual hobby show. We're hoping to find some super things to report on in Chicago. The manufacturers are finally starting to "think small," much to our advantage. Stay tuned, I'll give you the full story next issue!

Write! Send your letters to: Tom Payne, The HO Scene, Model Car Science Magazine, 131 Barrington Place, Los Angeles, California 90049.





"COMPLAINT" DEPT:

Orville Banasik also asked in his letter why the HOCCI mail-in races cost so much to enter, per car. Orv says that when he sends a car in the mail it rarely costs over $.15, and he wonders why the cost from New York to the race site and from the race site back home costs a dollar. He'd like to see the entry fee changed to $1.00 for the first car, and $.50 for every car after that.

Well, the easiest way to put your mind at ease, Orv, is to try to handle a mail-in event yourself some time. It's an eye-opening way to spend a few days, believe me! The work involved is just tremendous, and there's a lot of repackaging to do, and re-addressing, etc. Not one of the HOCCI race personnel receives one dime for their efforts. Those poor overworked characters have even received hostile letters from some members, accusing them of riding around New York in Cadillacs, on their membership money! That's enough to make even the most dedicated worker hang it up. I realize you're asking a legitimate question, and not really griping like the guys I just mentioned, Orv, but the answer is very simple. *The re-mailing and handling, costs money.* Considering the relatively few events, that's not that much money. You should try 1/24 scale racing some time!

HORA'S WINNING CARS

The final results of HORA'S Can-Am season found Orv's McLaren M6A (left) in first place. The Simonize-McLaren Mk II took third (right). Second place was captured by Robert Mickel, who took these photos, but neglected to include one of his own car! They look great fellows! This beautiful course (and cars) show you guys out there just what can be done in HO scale.





Win a one year subscription to MCS!

"CAPTION THE CARTOON" CONTEST

This is the simplest contest to enter and win yet! Just think up a gag line to this wild cartoon by Joe Puckett, then fill in the coupon and mail it as soon as possible.
THE DEADLINE FOR THIS CONTEST IS MARCH 31ST.

If you don't win this one, watch for the next one. We'll be running one a month! And you can win a free one year subscription to MODEL CAR SCIENCE!



My gag line is "____________________

Clip and mail today! Win a one year subsciption to MODEL CAR SCIENCE!

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Address ____________________

City __________ State __________ Zip __________



'57 A VERY GOOD YEAR

Revell's four new 1957 "classics" snap together. Here's how to detail them.

Car buyers with a yen for a really distinctive vehicle on a limited budget have turned to a variety of vehicles from VW's to Jeeps to Edsels—all full-size, of course. The most popular cars in this country are the GM and Ford products of the mid-fifties, 1957 in particular. The original 'Vette, the two-passenger T-Bird, and the full-size Ford and Chevy were at their highpoint of style for this, the last year of the basic body used on each. This was the long-forgotten time when a "full size" Ford or a Chevy Bel-Air were only as large as the "middle-size" Fairlane and Malibu of today. The cars are so popular, as many have discovered, that it is less expensive to buy a used '58 or '59 Chevy that a '56 or '57—a simple case of demand for the earlier year-model cars exceeding the supply. For similiar reasons, the last of the two-passenger T-Birds-the '57-is worth more than T-Birds from the early 60's!

A quartet of the four most sought after '57 cars has just been introduced in 1/32 scale, snap-together, $1 kits by Revell. Each of these 1/32 scale vehicles has the same quality and authenicity of detail you've grown to expect from 1/24 or 1/25 scale models. All four models feature an unusual tire sidewall insert that can be painted black, white, or in the latest 'mod.style to match the color of the car.

The Vette and T-Bird feature removable hardtops. Each of the four is remarkably free of rough edges or excess molding lines. Assembly is the simplest possible when the parts fit like these, made even simpler by glue-free, snap-together construction. Use the time you save gluing and fitting on most kits to apply a deluxe paint and detail trim job. All of the tiny emblems and trim are molded in.



Four of the really great current-classics in 1/32 scale by Revell. Each $1.00 kit features snap-together construction.



The tires on the four new Revell kits are grooved to accept insert rings for black, white, or colored sidewalls.



Tires are a tight press-fit over wheels. Press tire over wheel (after insert is in place) with pliers, worked around rim.



All of the parts snap into molded-in slots or tabs and holes. Parts are quite clear of excess "flash," fit precisely.





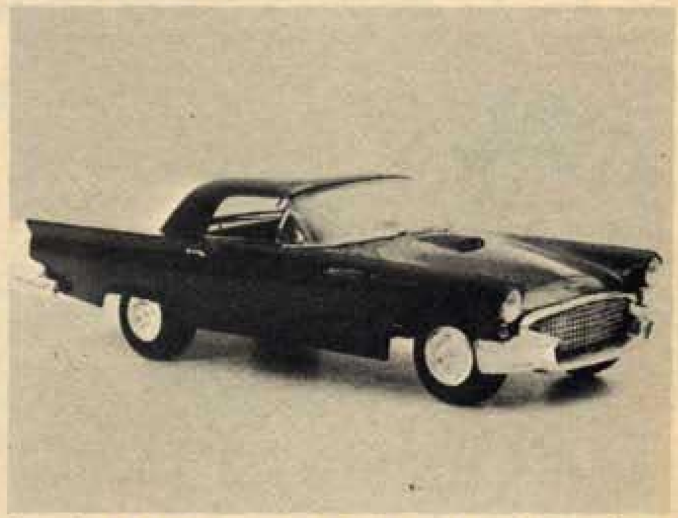




Tail lights are painted first with silver, allowed to dry then coated with bright red. Chevy and Ford tail lights are pre-plated plastic.



Grill work can be painted with water-proof ink that will flow into depressed areas to dry flat black.



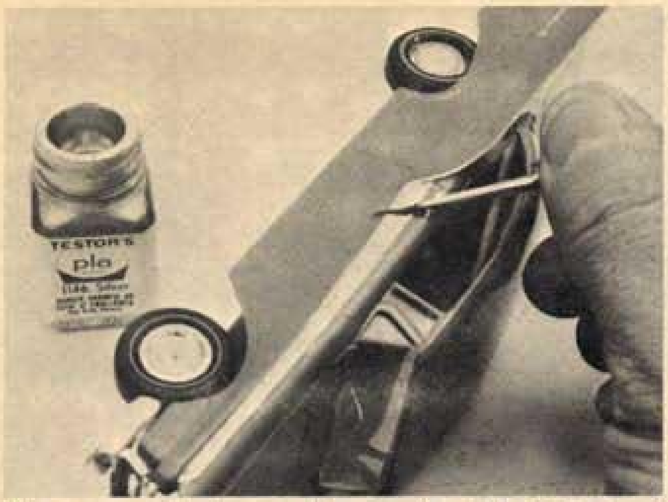
Complete T-Bird needs only a final polish and a coat of wax to preserve its finish. Body painting is strictly optional.



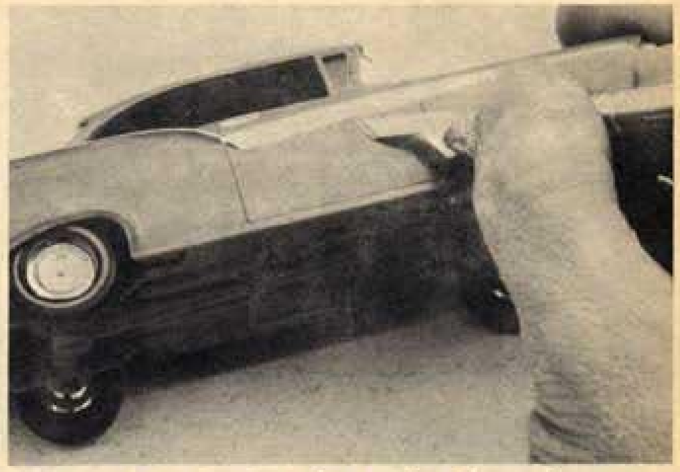
Side trim on ANY plastic kit is a real problem to paint. Thicken Testor's silver by pouring off half of the brownish thinner from a new bottle BEFORE mixing.



Wipe most of the paint from a No. 00 brush and apply to the top ridge of the chrome strip molded into body side. Hit only the top edge of strip for now.



Turn car upside down and, using the side of the brush again, paint the bottom ridge of the chrome rub strip. Finally fill in any areas of center of chrome strip you missed in painting its edges.



Allow paint to dry for three or four hours, then scrape away any excess paint that flowed from chrome strip onto body sides. This scraping is the secret to obtaining straight lines. If done lightly, body color will need only a thin cover-up coat of paint just next to chrome strip.



Revell's 1/32 scale 1957 Ford Fairlane.



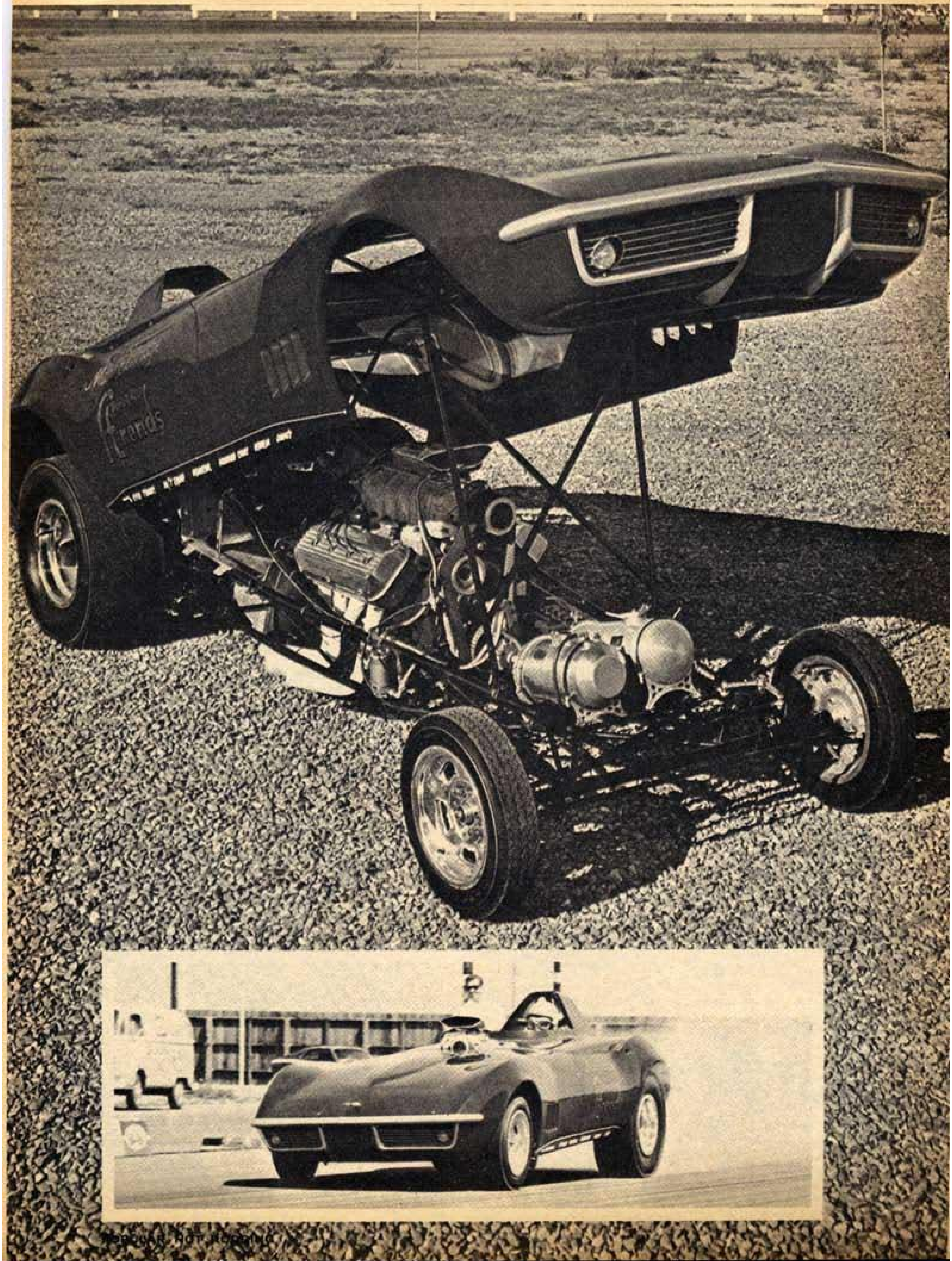
The original 1956-7 Vette in 1/32 scale by Revell.



It surely was a "Very Good Year" for American car buyers who has a choice of some of the best looking Fords and Chevys yet offered.



Revell's four new 1/32 kits makes them a natural scenic assessory for home raceway pit areas and parking lots.



Model Car Science Looks at the BIG CARS

THEY SAID IT COULDN'T BE DONE... BUT MARV ELDRIDGE WITH HIS FIBERGLASS TRENDS '68 CORVETTE HAS REASSURED THE CHEVY FANS THAT THE 'VETTE WILL STAY IN FUNNY CAR RACING... WITH TIMES IN THE LOW EIGHTS AND SPEEDS IN THE MID-180S, WHO'S GOING TO ARGUE! By Dan Bott

THE CORVETTE REBELLION LEADER

Corvette fans, rejoice! The reputation of the Corvette on the funny car circuit is being upheld. Marv Eldridge's '68 Corvette is the car shaking up the funny car troops.

The major item in the making of the '68 Corvette was to recreate the stock body in lightweight fiberglass, which Fiberglass Trends, of Gardena, California, did with a few additional modifications. The body modifications consisted of extending the front wheelwells 14 inches, and moving the rear wheelwells back three inches.

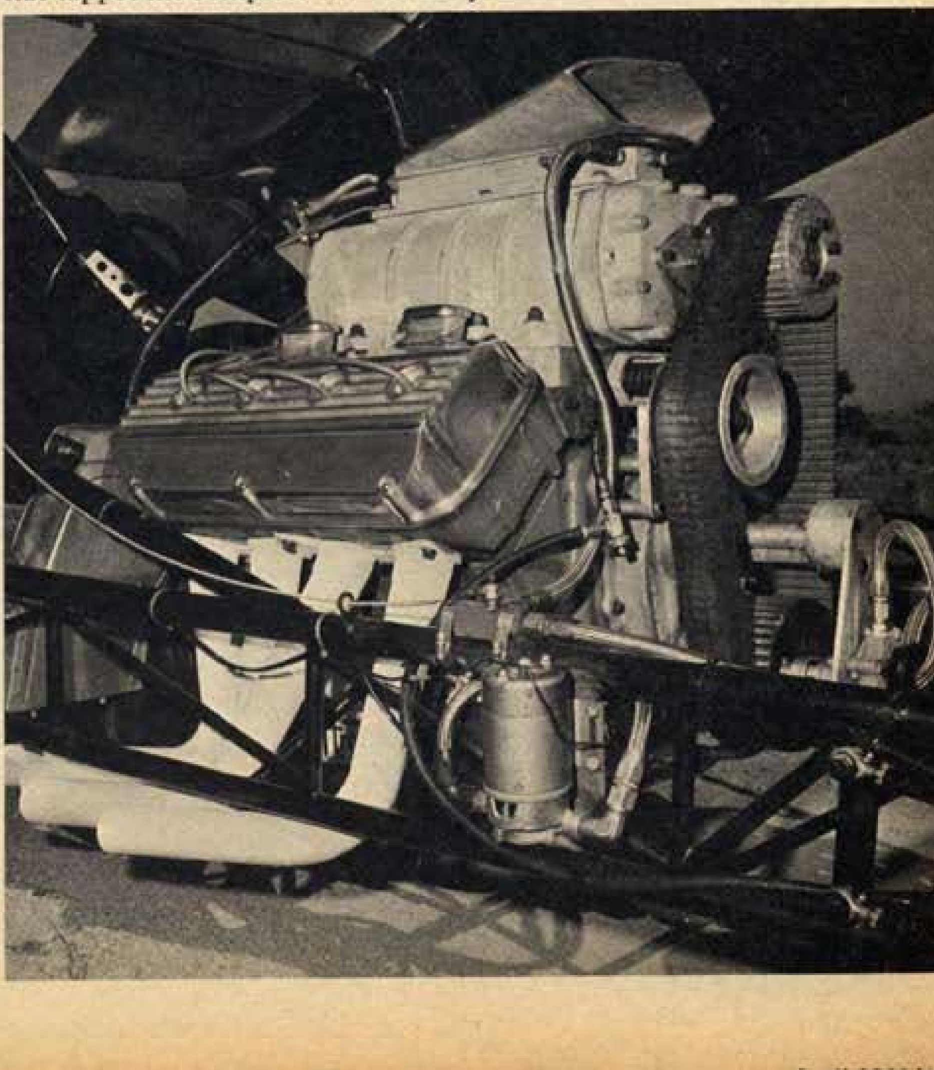
The aluminum cowl and interior was built by Bob Sorrell of Harbor City, California. The candy red paint was done by none other than Eldridge.

Kelly, the "Crazy Painter" from Compton, California, did the lettering.

The engine is a '58 392-cubic-inch Chrysler hemi engine. Stock bore and stroke are retained. The engine uses M/T rods and Venolia pistons, Milodon engine support, M/T blower manifold and injectors by Scott. A Joe Hunt magneto, head work by Mondello and a complete Howard cam and flat tappet kit complete the assembly.

The drive train consists of a C&O Torkflite transmission, 3.90 MoPar rear-end gears, Henry axles, Airheart brakes, Halibrand wheels, and 12.50 M&H slicks. Safety protection is supplied by Simpson.

Because there are only a few Corvette funny cars on the circuit, the job of upholding the Corvette reputation has been left pretty much up to Eldridge. With only a few runs on the car, times in the low eight second (8.04 to be exact) and speeds in the mid-180s have been turned. Not bad for a funny-type sports car!



Early model Chrysler is used at stock bore. Cam and kit is by Howard, headwork by Mondello. M/T intake manifold and drive along with a Scott injector supplies the 80 per cent nitro mix.

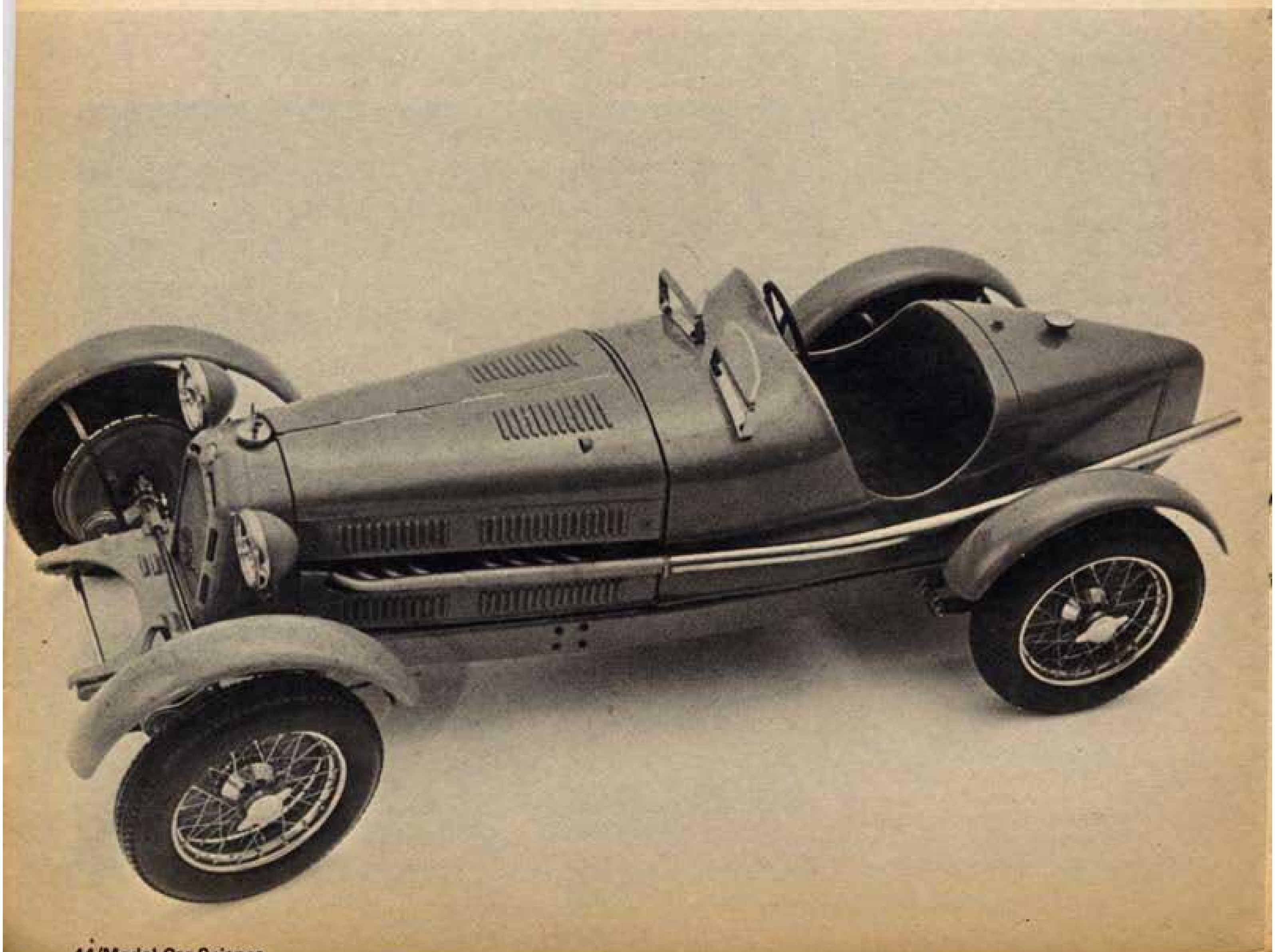
THE ULTIMATE MODEL CAR

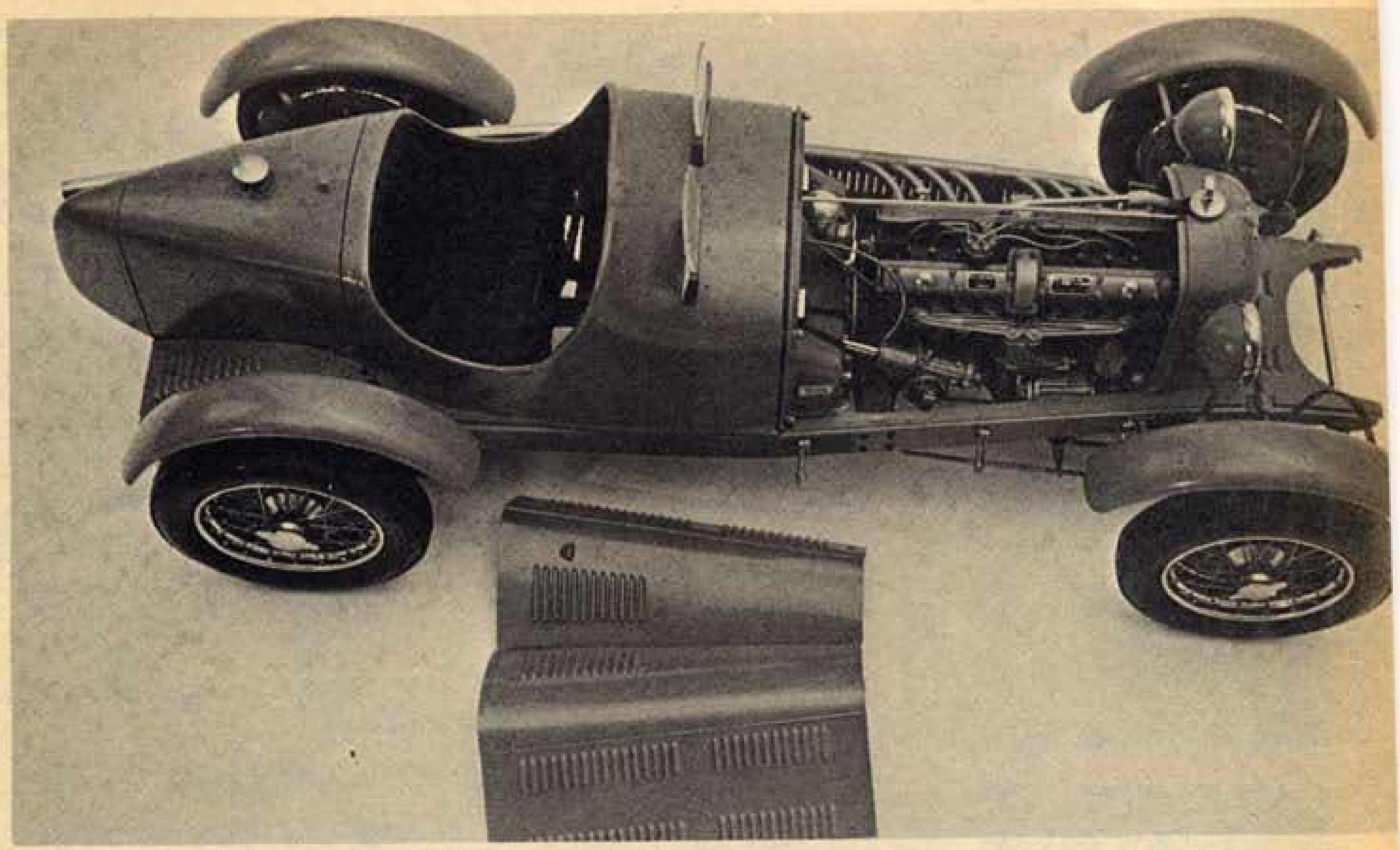
When you reach perfection, there's no place else to go!

Last month we showed you a fine example of the modeler's art in Pocher's Fiat F-2. This month we'd like to present another Pocher kit, the 1931 Alfa Romeo 8C 2300, in huge one-eighth scale. The kit, available only through Sinclair's Auto Miniatures, Dept. MCS, P. O. Box 8086, 3416 W. Lake Road, Erie, Pennsylvania 16505. The price is amazingly low, considering the complexity and superb detail of this "display kit to end all display kits" - $87.50, ppd.

The Alfa has 1452 parts. No cement is necessary; everything bolts together! Believe us when we say that this is exactly like assembling a *real* car. The photos tell the entire story of course, and as Sinclair's "flyers" state, "Superlatives become superfluous when you admire the detail."

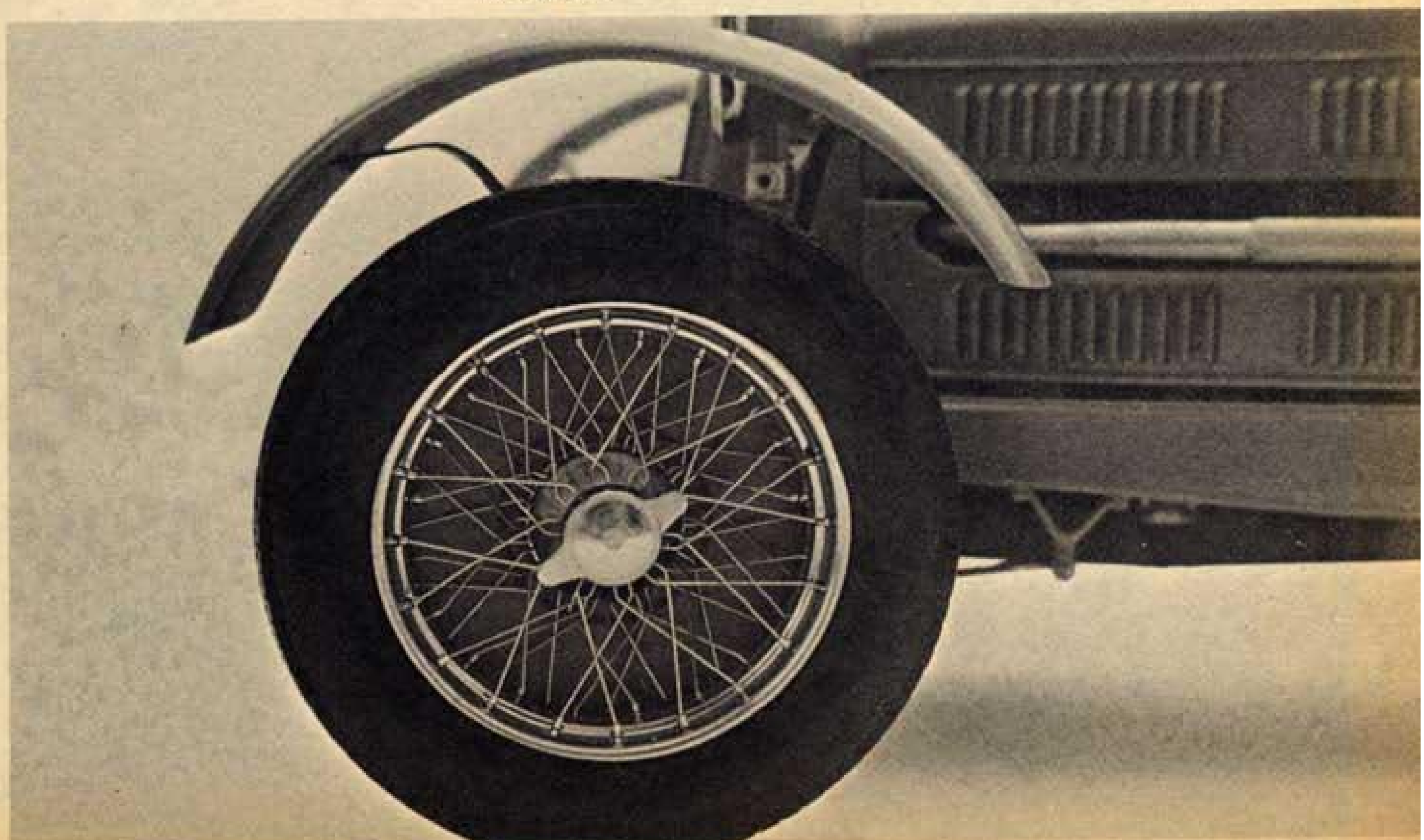
Plan on spending a considerable amount of time in putting this one together. It's no "toy" and it deserves all the attention you can give it. The finished model is absolutely breathtaking.





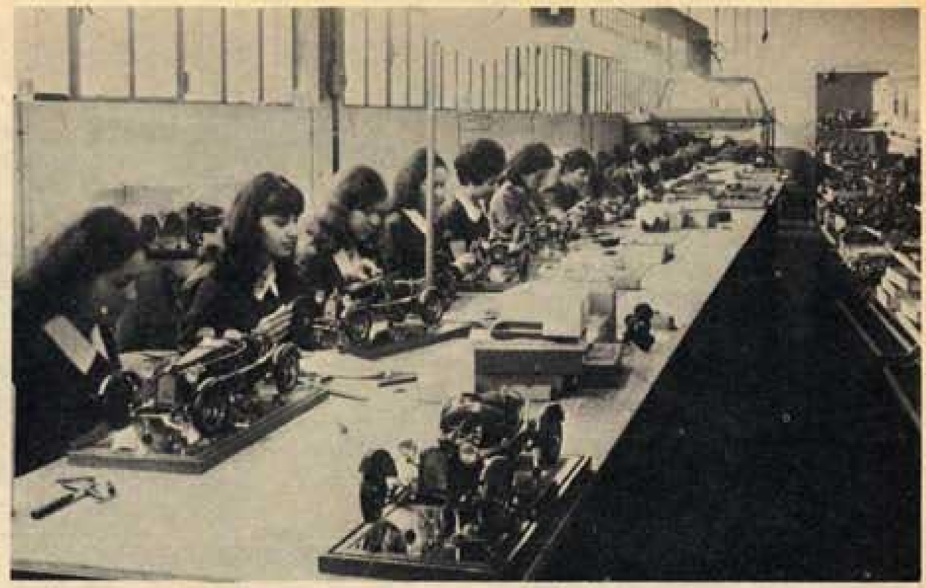
Nearly everything works on this Alfa. The brakes are actually operative! Push on the brake pedal and the brakes are applied. Yes, they're adjustable!

Front wheels turn too, simply by operating the steering wheel. This model is BIG, and the Italian firm of Pocher has taken advantage of its size by incorporating fantastic detailing throughout.



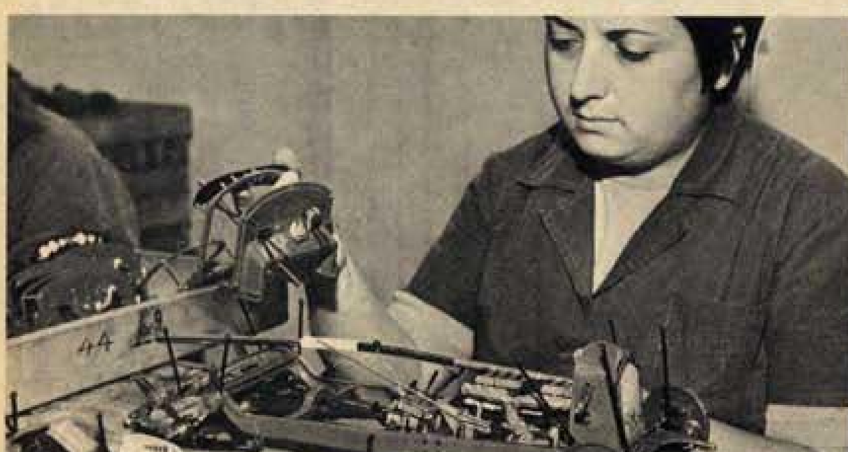
Here are some scenes from Pocher's assembly line in Italy. These girls assemble the ready-built Alfas, for those who do not have the time or patience to build the kit.



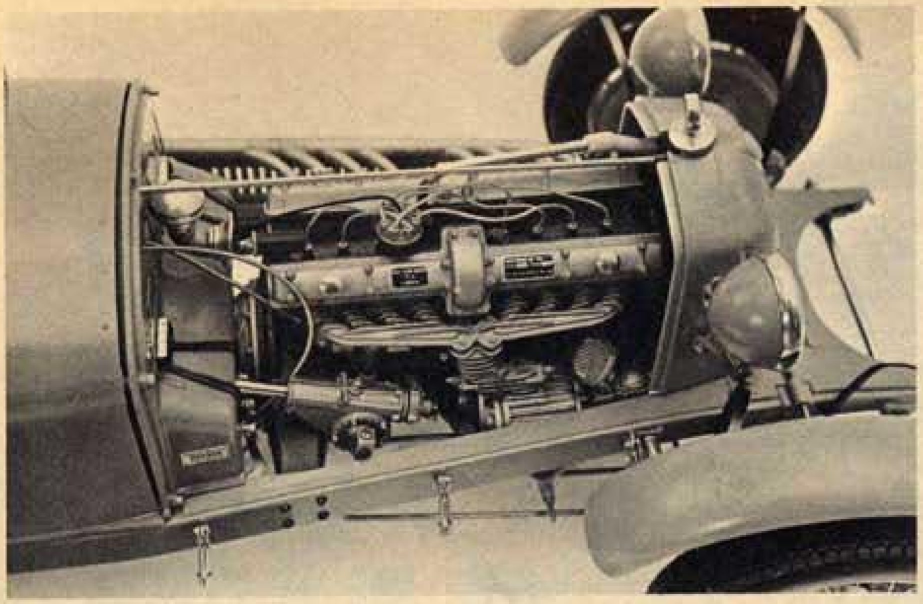


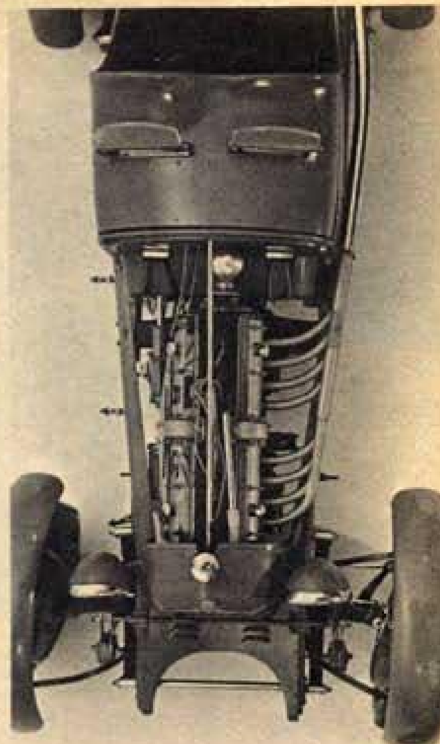


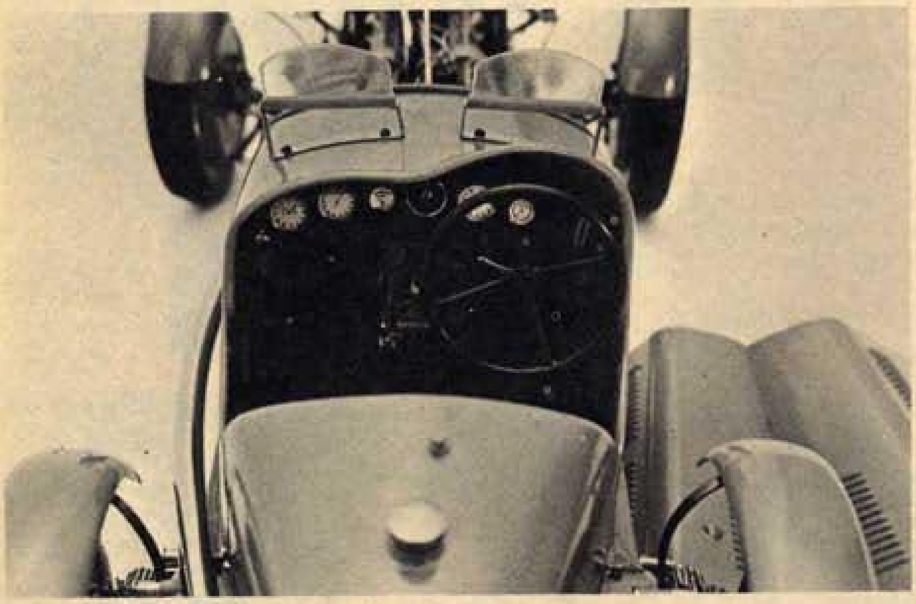








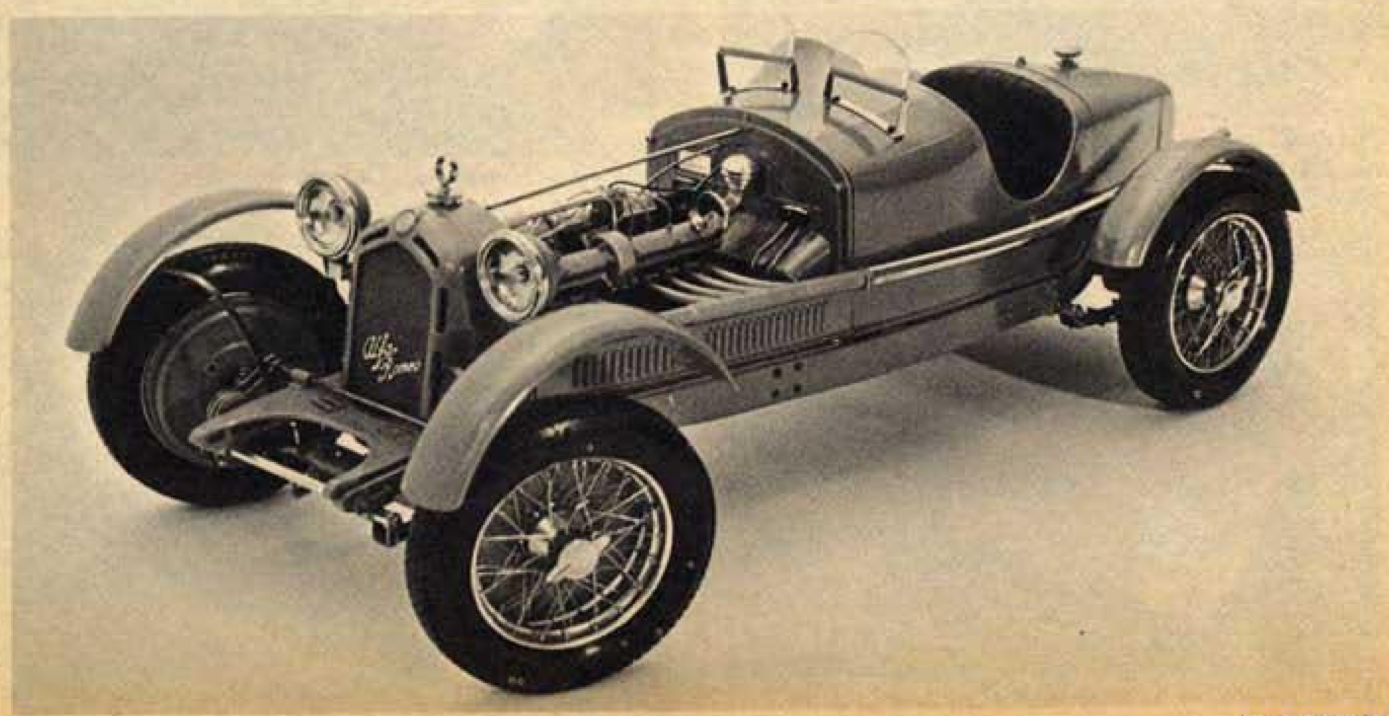




The engine is assembled the same way the real one was - carefully and with loving car. Yes, it has pistons, a crank-shaft, and all the trimmings. What more could you ask for in the way of engine detail?

From any angle the model is indistinguishable from the real thing. The price of $87.50 ppd. is very reasonable for a model of this stature.

For more information on the Alfa, check the Sinclair's Auto Miniatures ad in this issue. As you can see, it's a model worth checking on.





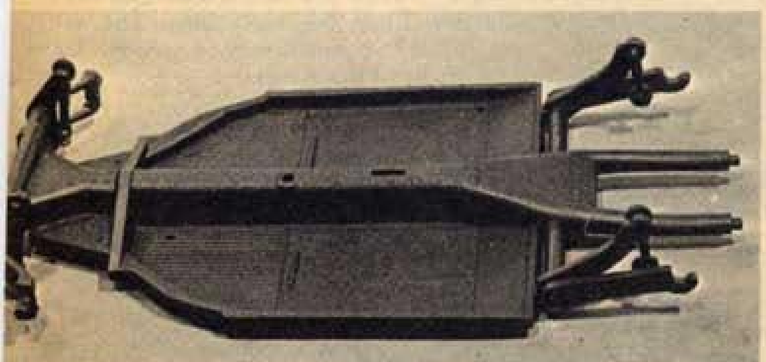
By "Brick" Price

THE SAND WAR

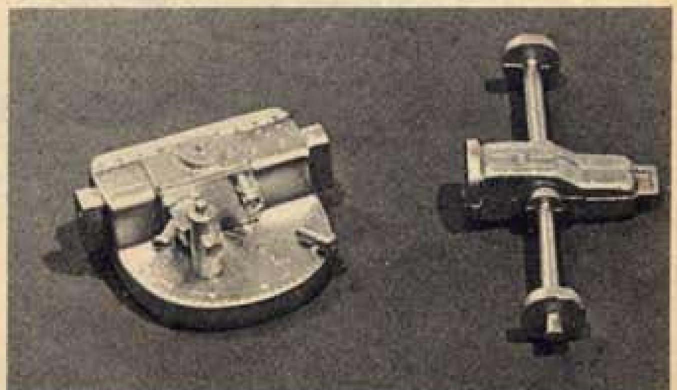
IMC gets into the thick of things

The Dune Buggy is a unique vehicle—it can literally go anywhere and do anything. Fully modified Buggies sport anything from stock V.W. engines to highly modified Porsche and Corvair engines.

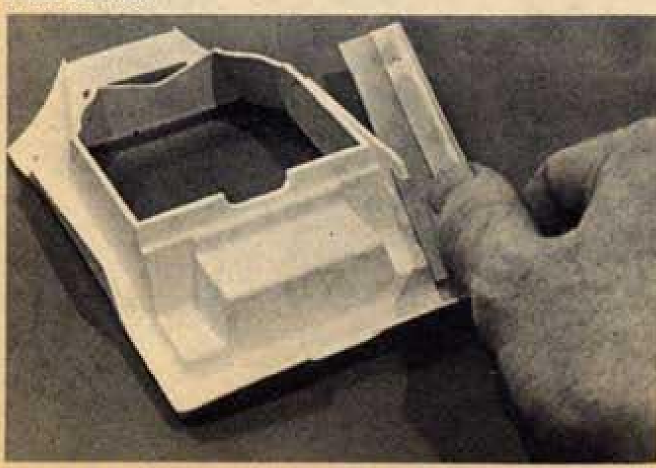
I.M.C. has captured the fun and detail of the real thing in 1/20 scale.



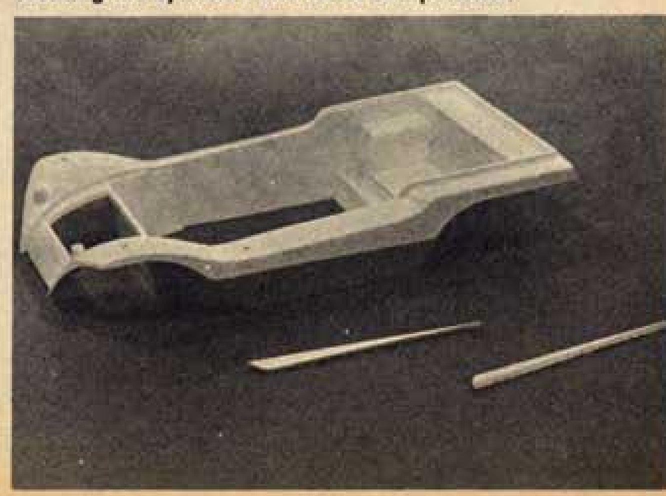
The frame assembles easily with a minimum of filing. Assemble the basic frame and paint it with flat black enamel.

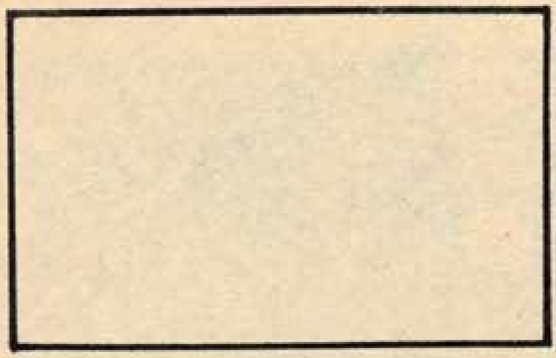


The engine is built stock. Refer to the photograph for locating the cylinders and other components.

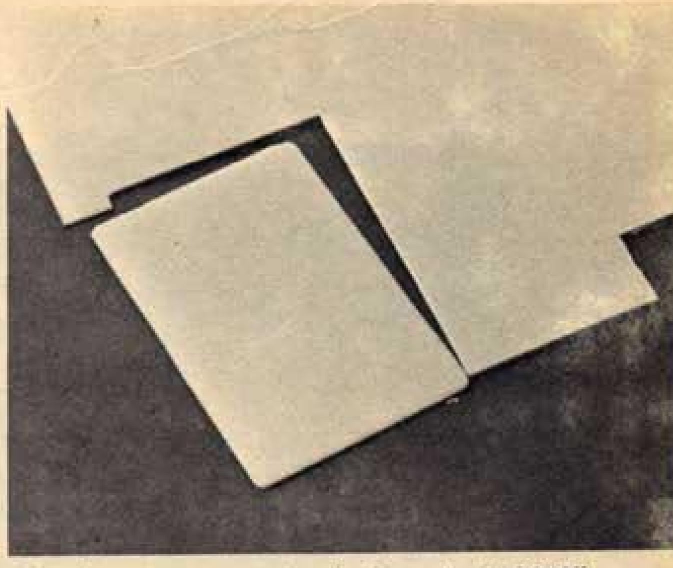


Use an X-Acto saw to cut the side of the body straight.

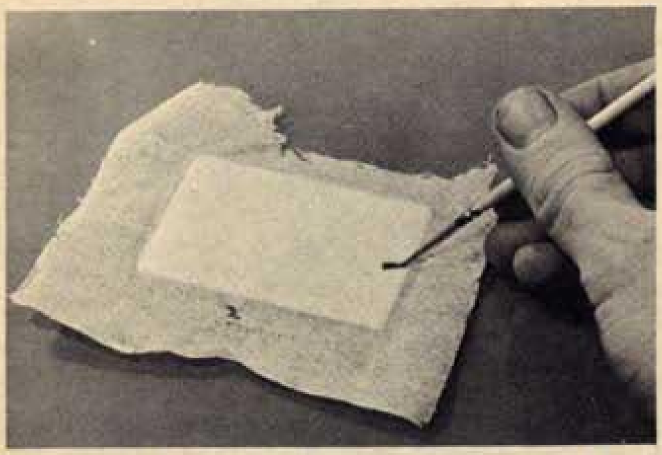




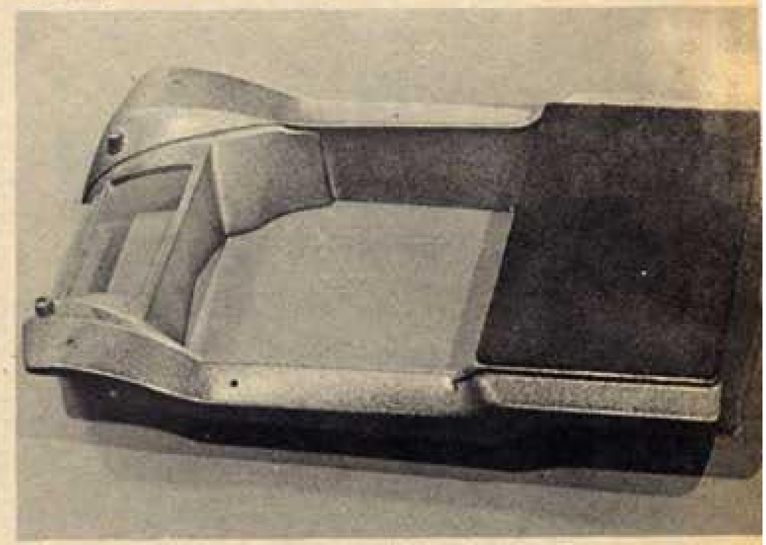
FULL-SIZE TEMPLATE FOR TONNEAU COVER



Glue the tonneau cover template to a sheet of 040" sheet styrene and cut to shape.



To achieve a realistic canvas look, lay a sheet of tissue paper (Kleenex) over the plastic tonneau and brush liquid cement over the surface. Gently press the paper against the plastic.



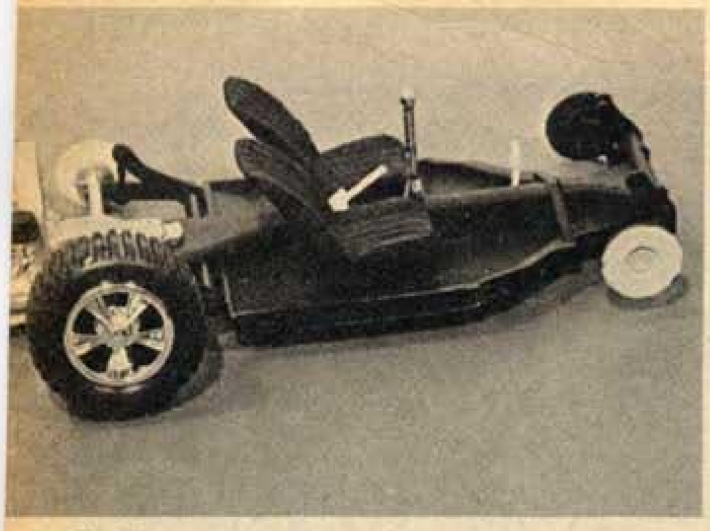
Paint the tonneau flat black and glue to the body.

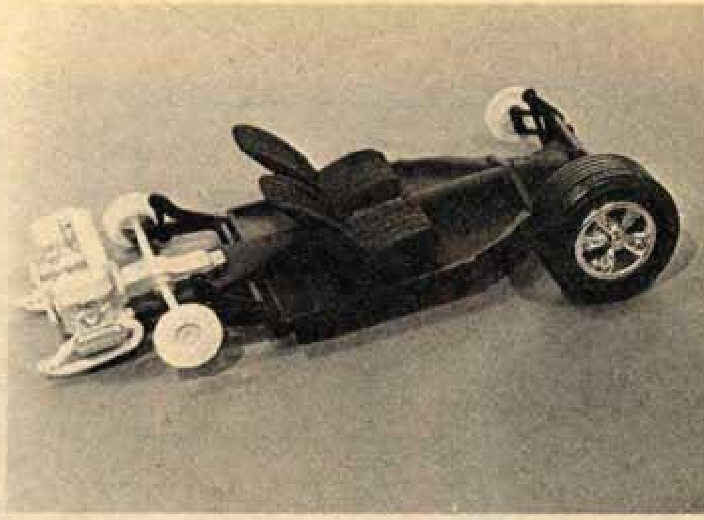


Paper toweling, such as Zee, when glued to the seats, looks exactly like woven vinyl. Use a wooden dowel or pencil to press the towel in place around the pleats.

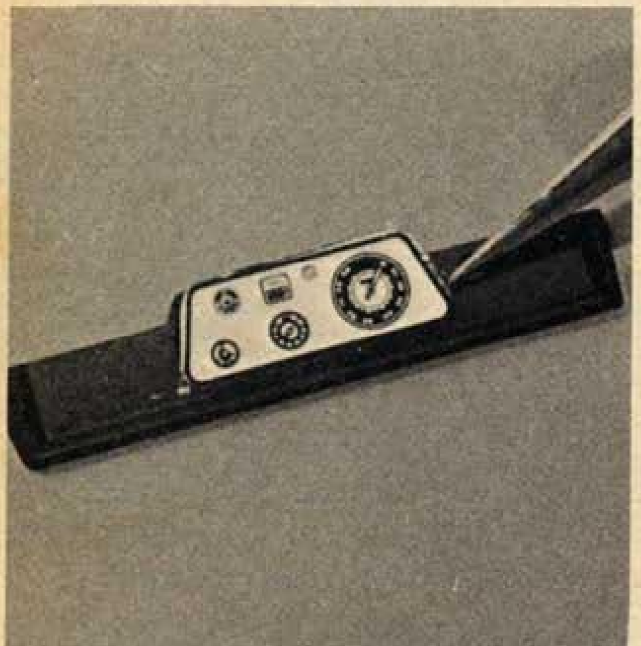


Use a heated knife to melt the axles against the hubs. Go easy or you'll fuse the hub to the axle.

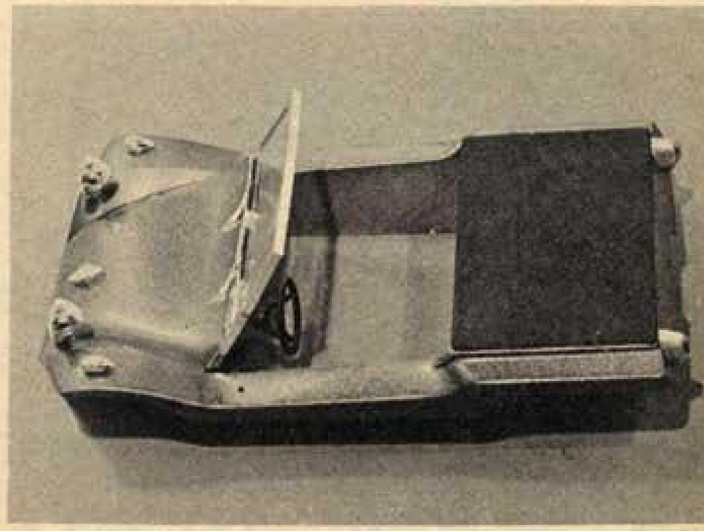




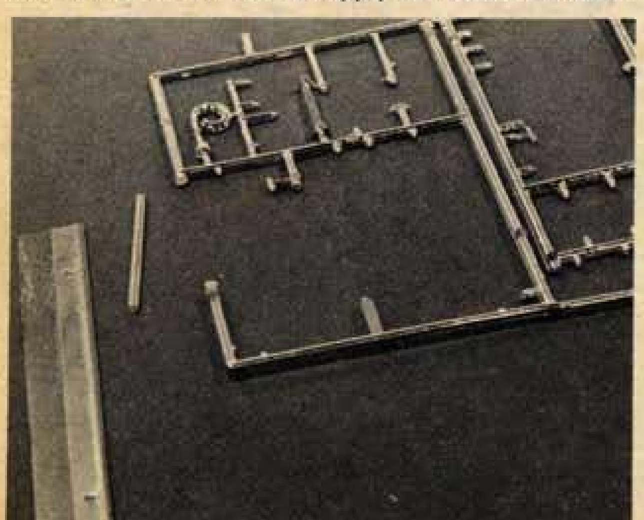
The Hurst mags are taken from the 1/20 M.P.C. Corvette. Use contact cement to bond the tire to the rear hub.



Paint the dash flat black and apply the instrument decal.



Glue the lights, dash, and windshield to the body.



Cut the front bumper from a piece of chrome "sprue."




SPEEDY
by Puckett
YEOW!
OUCH!
OH!
YOUR CONTROL HAS A TACK GLUED ON THE BUTTON! WHYZAT?
SKIDSVILLE RACEWAY
THROB! THROB!
WHAT THE!
NO ONE SAID PRO RACING WAS EASY AMIGO... THIS KEEPS ME TOUGH!
CHOP!
Chop!

PART II

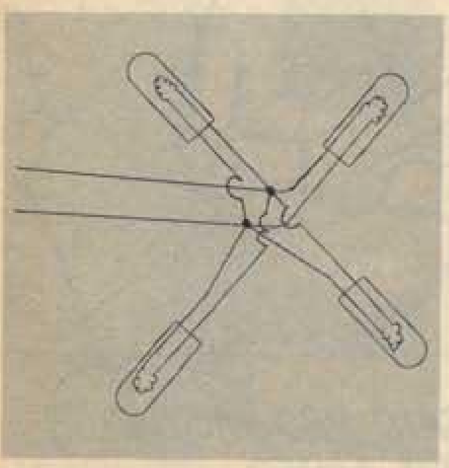
By Dennis Doty

Last month we started to change the character of Monogram's one-eighth scale "E" Jag from a Grand Touring sports machine to a way-out custom. If you're ready, let's take it a bit farther.

SUPER CUSTOMIZING MONOGRAM'S "E" JAG

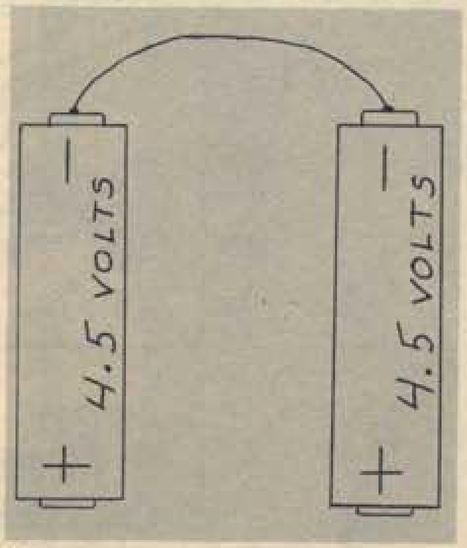
Change a front-engined Grand Touring car to a mid-engined custom? A demanding project, to be sure, but it's one that's worth the trouble. Last month I showed you how to get started with the frame and suspension components. This month we'll take it a bit further, including wiring. Next month we'll finish up the custom body changes and show you what the finished car looks like.

If you missed last month's issue, send $.50 to: MODEL CAR SCIENCE, Back Order Dept., 131 Barrington Place, Los Angeles, California 90049. Ask for the March issue.



DRAWING NUMBER ONE

Take one bulk and strip ¼" of the insulation off near the bulb. Shorten the other bulbs and strip the insulation off the ends. Wire one wire from each bulb to one of the bare wires on the first bulb. Wire the other wire from each bulb to the other bare wire. Touch the leads from the first bulb to a battery and all the lights should go on.



DRAWING NUMBER THREE

The wire that connects the two batteries makes placement of the batteries very important. The terminals of the batteries must line up as in the drawing. It is easy to remember, you must always make sure the batteries line up plus to plus, or minus to minus.

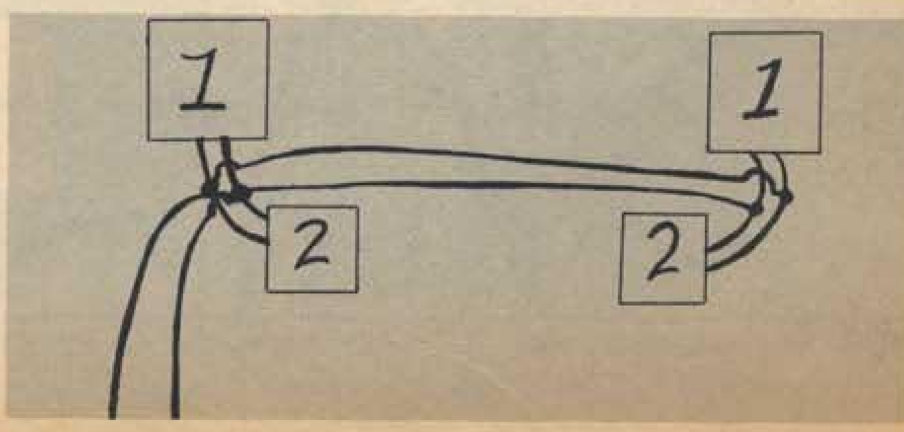
Price List for Monogram Jaguar

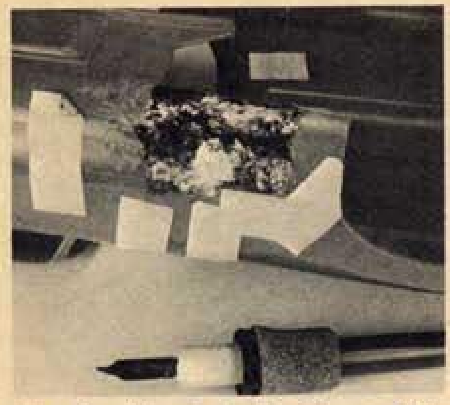
PARTS LIST
- 1–Monogram Jaguar kit PC91
- 1–Monogram Big "T" PC78 (for engine)
- 5–1/16" brass tubing
- 3–3/32" brass tubing
- 3–1/8" brass tubing
- 8–5/32" brass tubing
- 11–3/16" brass tubing
- 13–7/32" brass tubing
- Aluminum tubing for soldering jig
- 2–7/32" square brass tubing.
- 40 plus–1/8" nuts and bolts
- 6–packages 00-90 nuts
- 5–pkgs. 00-90 bolts–3/8" hex head
- 3–pkgs. 0-80 nuts
- 2–pkgs. 0-80 bolts–½" hex head
- 1–pkg. 2-56 nuts & bolts–½" hex head
- 1–pkg. 0-80 bolts–3/8" round head.
- 1–package grille screen* (4by6" $1.00)
- 1–chrome mylar sheet* (30¢ each)
- 1–sheet .020" plastic* (20¢ each)
- 2–.015" piano wire* (5¢ each)
- 2–.020" piano wire* (5¢ each)
- Several springs to fit over 3/16" tubing
- 1–pkg. H.O. railroad springs

*These items are available in Mail order only from Orange Blossom Hobbies, Inc. 1975 N.W. 36th St., Miami, Fla. 33142
Add $.25 for orders under $5.00.

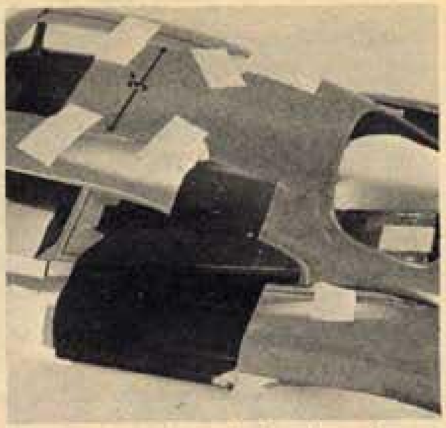
DRAWING NUMBER TWO

Wire the right head light and turn signal together first. Take one lead from each bulb and another wire, to connect the right light with the left, and solder them together. Do the same for the other leads. Wire the left the same as the right, but run long wires to the battery. Take one wire from each left light, one wire from the right lights and a wire to the battery and solder them together. Solder the other wires together the same way. All the lights should light.

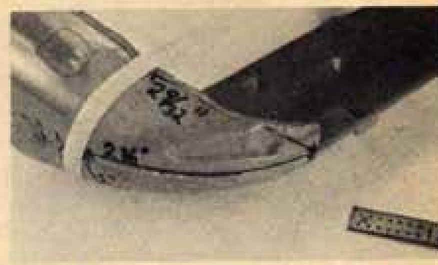




Cut the discarded side pieces of the hood down to 1-1/8". Tape them in position and fill the gap as before.



Cut the top from the body as shown. Set it aside for now.



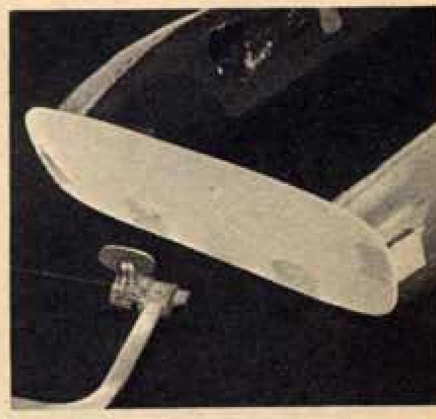
Glue body piece #R104 in place. Start the line for bobbing the tail by measuring 1" down from the rear body seam and 15/16" in from the bottom of the wheel well. Use the other measurements given for the other guide lines, measure with file card. Just cut down to the starting line.



Cut the triangular shaped piece off the rear body piece. Run a line, outlined in masking tape, between the two starting lines 15/16" in from the wheel wells, and cut the rear of the body off.



Tape a sheet of 100 grit sandpaper to a piece of sheet plastic. Sand the body as shown until the body rests flat on the sheet plastic.



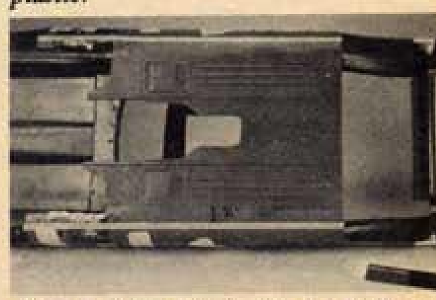
Cut the spoiler for the rear. Use .040" plastic.



Tape the top in place 1¼" back from the stock position. Heat the top in back, as shown, and bend the rear window area up until it is almost level with the rear fenders.



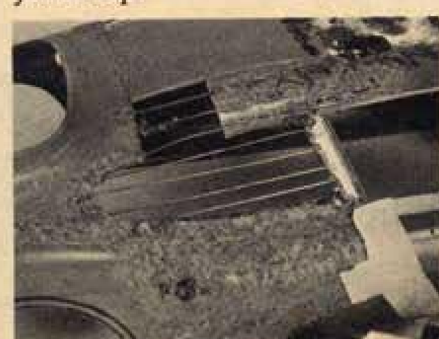
Correct placement of the wire braces for the top.



To get at the inside, cut the belly pan off. To get the body to just slip in place over the frame, forget the figure shown, and measure 5/8" down from the door line to cut the pan from the rest of the body. Use file card for measuring.



Cut the top around the side windows as shown. Heat the top along the black line shown and bend the top up to the wires.



Keep bending the top pieces up and heat sinking the wire into the top until it lines up as shown. Fill in the gaps in the top and rear side windows as before.



To build up low areas, take just a little plastic on the tip and mold it in place. Keep each layer very thin and build an area up with several layers.



Before you start the body mounts, smooth down the rough molding in the mount area. Also, cut a ½" wide strip from the hood and glue it in place on the body.



Cut four 1" blocks of balsa and place them under the frame body mounts. This is to make sure the frame will be exactly 1" off the ground.



Secure the frame to the balsa blocks, then secure the blocks on a flat board. Position the body on the frame and tape the body in place as shown to keep it from moving around while working on it.



Cut four pieces of .080" plastic ½" by ½" for the front and rear body mounts. Bevel the edges to fit flush against the body. Brace them as shown.



With the hood removed, drill the mounting holes through both body mounts and frame mounts. Use 2-56 bolts to mount the body.



Remove the body and drill mounting holes in the rear frame body mounts. Install the body and bolt the front of the body to the frame. Now drill the rear mounting holes through the mounts on the body.



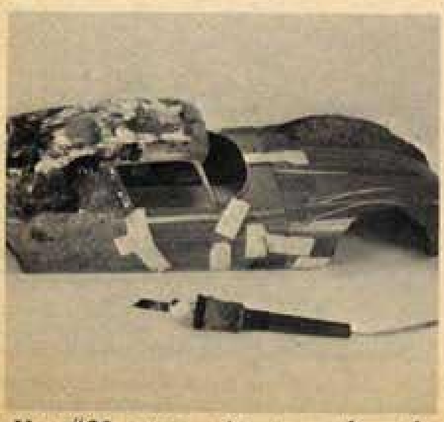
Section 3/32" off the front of the hood and the hood piece #R120, to reduce hood height, and mold the pieces together. Use the card measuring system to measure 3/4" from the center line of the fenders. Cut the hood, along this line, from the grille to within 3/8" of the back of the hood.



Now keep molding and cutting away the front until the hood nearly rests on the upper frame rail. Measuring 1" from the side headlight opening (black line), lower the hood 9/32".



Use extra tubing to extend the wheels outside the body for positioning the new front and rear fender humps.



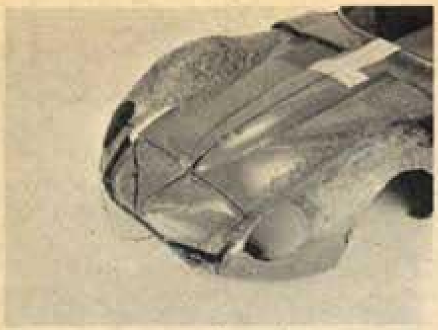
Use #20 gauge wire to outline the basic fender outlines as shown.



Heat the plastic, several large sections at a time, until it can be pushed up to the wire. Mold more plastic to the fender until it is correctly shaped.



You can't get both sides to line up unless you use templates. Refer to the text for making them.



Use wire to outline the new nose, make sure everything is centered before heating the wires in place. Heat the stock nose and bend it up to the wire. Finish molding the nose to shape.



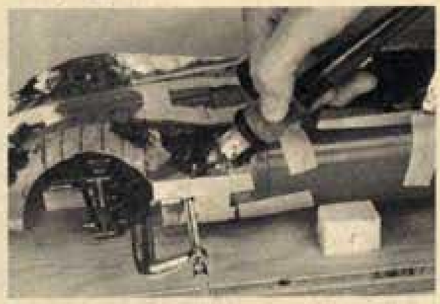
Tape the hood in position and keep molding plastic in place until you get the desired front fender contour. Fill in what is left of the stock wheel well opening as shown. Remember the damp rag.



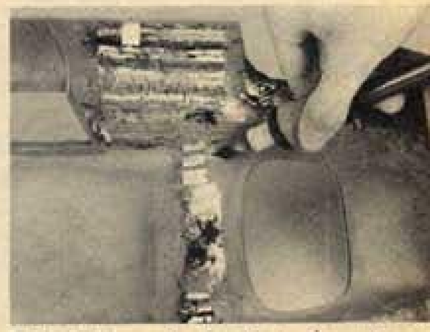
Make the final wheel flair using wire and molding plastic as shown. Fenders can be widened if necessary. Wrap the tire with several layers of masking tape to protect the tire while molding and make the opening a little larger.



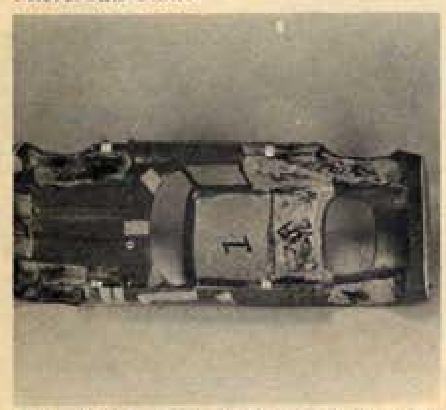
If you mold over the hood line, cut through the molded plastic with a Micro-Saw blade.



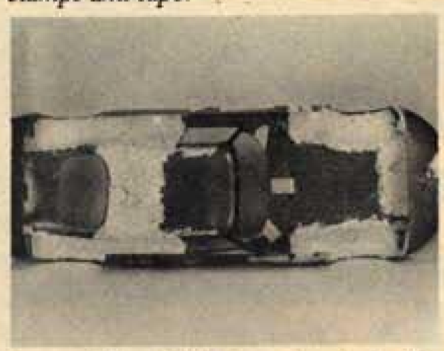
If the hood should warp, clamp and tape it in its exact position. With the Auto Cutter, heat the hood pieces until the plastic is soft. Let it cool completely before removing the clamps and tape.



Grind down the body to the wire, on the inside, then heat sink the wire closer to the outside surface. Continue this until the desired thickness is obtained.



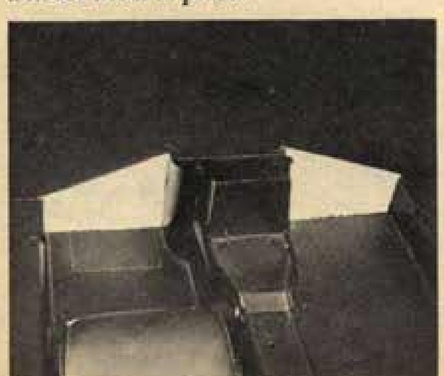
Cut all the cloth strips needed before gluing any in place. Soak them in glue and set them in place.



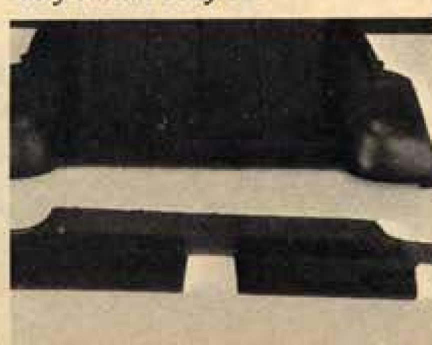
Putty all the cloth areas, let it dry for several hours, then add more putty to the low areas. Sand smooth when dry, repeat until all low areas are filled in. Putty outside body also.



Glue several plastic trees and bits of plastic to the rear spoiler, as this will eliminate a lot of puttying. Putty smooth when glue has dried.



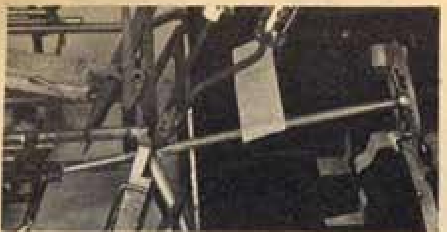
Shorten the front of the interior 1" and cover the opening with .040" plastic.



Cut 3/4" off the stock rear floor panel, center it on the back of the interior and shape it to fit. Glue it in place.



Mount the interior to the frame with 00-90 bolts. Make sure the interior lines up correctly on the frame. Cut the interior down to the width of the outside frame rails.



Cut a piece of 3/16" tubing 5-1/8" long for the steering column. Position the column, file a notch in the frame for a piece of 7/32" tubing, then solder the 7/32" tubing to the frame, use heat sinks. 5/32" tubing fits through 3/16" tubing and into steering wheel, and extends ¼" beyond the 3/16" tubing.



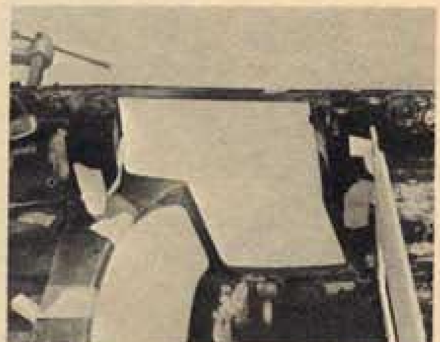
Drill a 1/16" hole in the middle of the tie rod. Flatten ½" of a 2" length of 1/8" tubing. Drill a 1/16" hole in the end of the flat portion and bend it to almost a 90° angle.



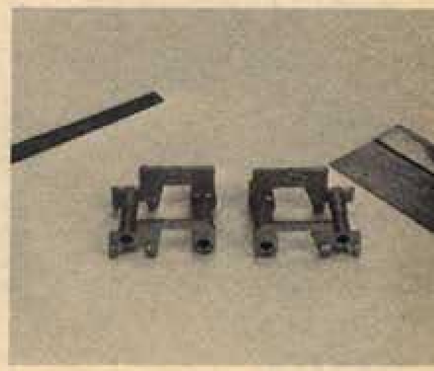
Make a filler piece for the interior from .040" thick plastic sheeting.



Make a rear fire wall from .080" plastic. Make a template as described before. The fire wall should fit against the interior. Rear window design is up to you.



Cut down and fill the gaps in the front and rear side interior pieces as shown. Fit them to the reworked interior, but don't glue them in place yet.



Narrow the bottom of the hinges to half their thickness and modify them as shown.



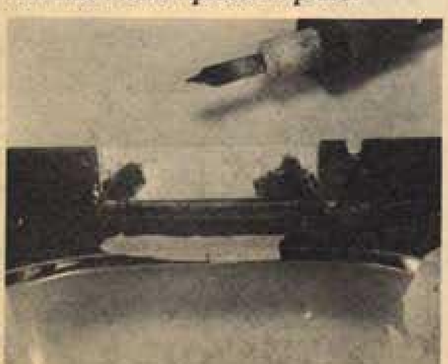
Glue the hinges to the body with the doors in place to position the hinges. After the glue dries, glue the front and rear side interior pieces in place.



Make a front fire wall out of .100" plastic, or two sheets of .060". Extend it beyond the cowl to support the hood. Center space is the hatch to get at the batteries for the lights, notch is for steering column.



Glue two plastic strips in place as shown on each side of the body. When dry, install hood and drill a 1/16" hole through the hood and strip. Use 0-80 bolts to hold the hood in place.



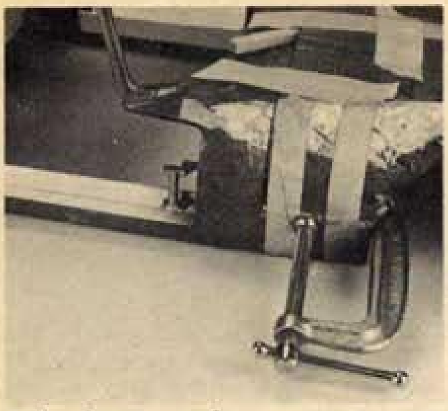
Heat sink hinges in the fire wall and battery cover. Mold them smooth and paint on several coats of liquid glue. H.O. barn door hinges work well.



Cut down the center console 7/16" to bring the instrument panel into position. Cut it down more if the dash panel won't fit.



Open a hole in the interior panel #B69 for the steering column. Finish enclosing the front of the interior.



Make the interior frame cover pieces as shown. Fit them in place carefully. Finish enclosing the interior.



Make a rear interior window out of 1/16" plexiglass if you can obtain any. Celluloid could be glued to the interior to simulate a window.



Cut out the rear deck, use masking tape to outline the opening, then make four "hold-down" posts like you made for the front hood.



Glue a strip of plastic in place as shown to keep the rear hood from warping when it is in place.



Make engine scoops out of the rear side windows. Cut out the sides of the rear deck for the scoops. Putty inperfections before gluing scoops in place.



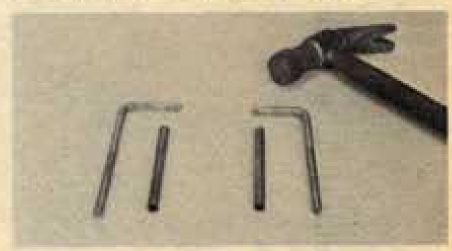
Cut grille opening (s) for getting air to the radiator. Design is up to you.



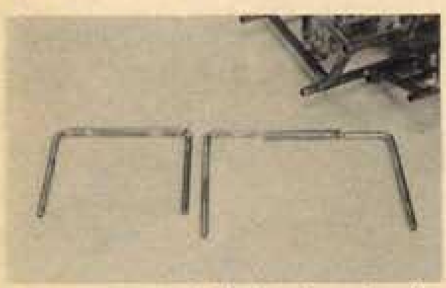
Select a set of taillights (these from old Revell bubble top kits) and cut the openings in the spoiler. Make the bezels out of sheet plastic covered with sheet chrome and 1/16" chrome tape.



Cut out a space for the license plate and rear grille. Make a frame to set back the license plate.



Cut four pieces of 5/32", 1/8" brass tubing and four pieces of 3/32" brass rod 3" long. Insert the 1/8" tube and 3/32" rod in the 5/32" tubing and bend the ends to a 90° angle. Use a vise and a hammer to bend the pieces. Cut four pieces of 3/16" tubing 3" long.



Cut two pieces of 3/16" tubing for the pivot for the hinges, lengths depend on the width of the frame. Insert the bent tubing in the 3/16" tubing. Insert the four pieces of 3/16" tubing in the bottom of the frame to hold the hinges.



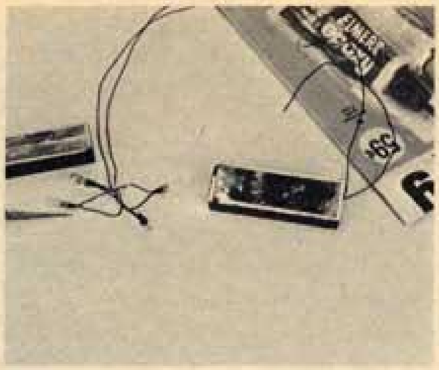
Bend the hinges until the 3/16" tubing just rests on the bottom of the hood and rear deck. Epoxy the 3/16" tubing to the hood and deck. Don't get epoxy on the bent tubing, or clamp the tubing in place.



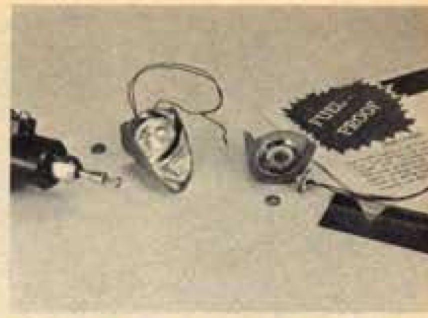
Select two mini bulbs that will just fit inside 5/32" tubing. Drill two 3/16" holes where the turn signal lights will go. Epoxy 3/16" aluminum tubing, as shown, in place. File the 3/16" tubing, and a length of 5/32" tubing for the light bezel, down to the body contour after the epoxy dries.



Make a box out of plastic to hold the lights for the taillights. Line them with chrome sheet. Glue them in place only after the body is painted.



Wire four bulbs in parallel. Bend the wires around to get the bulbs to lay down properly. Epoxy holds the bulbs in place.



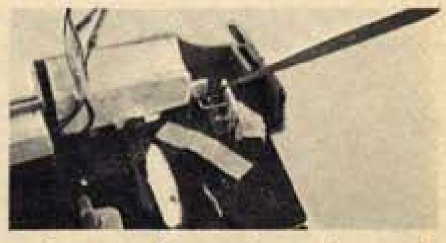
Cover the headlight tunnels with chrome sheet. Turn a plastic washer 7/16" in diameter, drill a hole through it for the mini bulbs, and cut the round tap on the back of the headlight off. Mount the bulb.



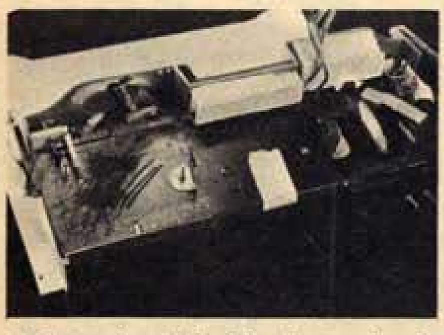
Drill a 1/16" hole through the dash. Insert a ½" long 1/16" brass tube through the hole, a pin through the tube, and bend the pin to a 90° angle. Brace the tubing and make a track for the pin as shown.



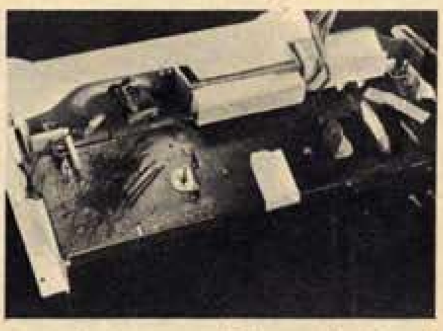
Bend a strip of brass to a 90° angle, drill a 00-90 hole through the strip and dash. Bolt the brass in place. Mark where the pin rests on the strip, remove the strip and bend it to more than a 90° angle, install again. With pin in off position, mark the strip so when you bend it again, it will not come in contact with the pin.



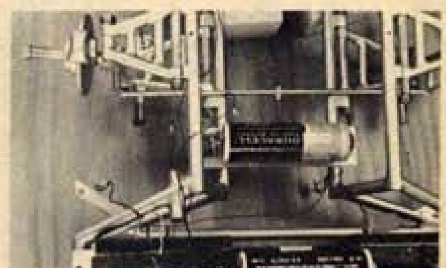
Make a small second switch post for the second battery, just an "L" shaped piece will work. Make sure no part of this second strip touches the first switch. The first switch post is best positioned closer to the gauges to allow more room for the second switch post.



Make a pin switch, like the one for the lights, for the television. Solder a wire to the 1/16" tube first and build the braces around it; tube won't fit in place if you make the braces first.



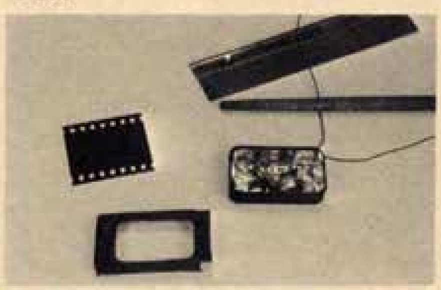
Cut four strips of brass 7/16" wide and 1-1/8" long. Measure in ½" and bend them to a 90° angle. Mount two pieces to the dash as shown with 0-80 bolts.



Make another battery container, base shown. Attach it to the frame and install the last two brass battery strips. Make sure no part of the battery posts comes in contact with the frame. Completely enclose the battery and hinge the lid to replace the battery.



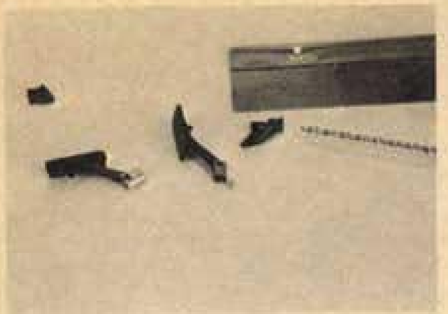
Cut down instrument panel P75 to fit. Cut out the area behind the gauges in the console and make boxes behind all the gauges. Don't glue the back of the large gauges box or install chrome sheet until the dash is painted.



A fishing sinker box works great for the T.V. Cut out the "picture tube" and paint the box flat black. Cover the T.V. with wood contact paper, cut down a color slide, line the inside with chrome and install six mini bulbs, wired in parallel.



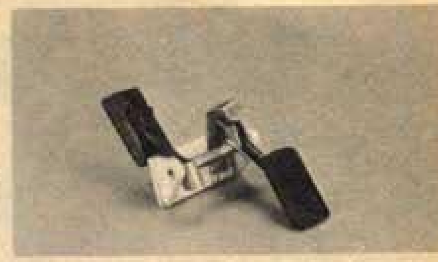
Tape the slide in place and add a diffuser to the back of the slide, made for typing paper. Finish covering the set with contact paper.



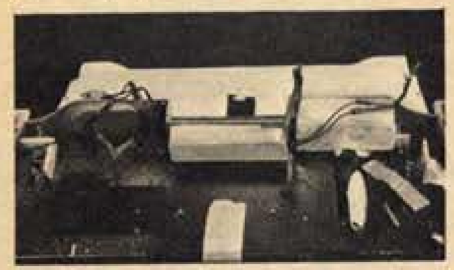
Cut 3/16" off the pedal mounts. Bend two strips of brass around the mount ends and drill a 1/16" hole through the pedals. The tap on the brake pedal is the contact for the working brake lights. Epoxy the brass to the pedals.



Drill a 1/16" hole through two pieces of plastic. Bolt the pieces together and cut them down to the same size. Glue them to another sheet of plastic with two 00-90 holes drilled in it (to mount it to the interior) and bend a strip of brass for the other brake contact.



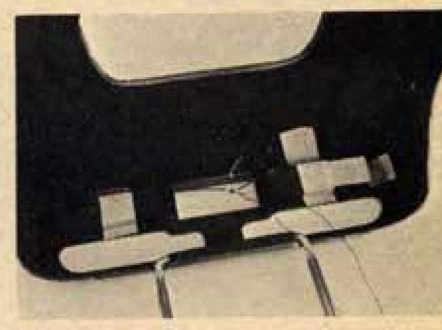
Cut a length of 1/16" tubing for the pivot and 3/32" tubing as a spacer to keep the pedals separated when installed. Solder a wire to the 3/32" tube. Drill a hole in the end of the back pedal mounts, insert a length of thin piano wire and bend it around the 3/32" tube to act as a spring.



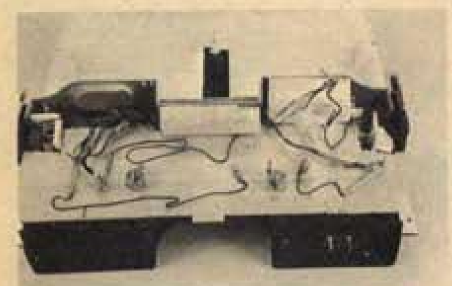
Install the gauge light bulbs and run the wires outside the boxes. Take one wire from each bulb, shorten them, and solder them to a small lug. Do the same to the other set of wires. Wire the small and large gauge lights separately.



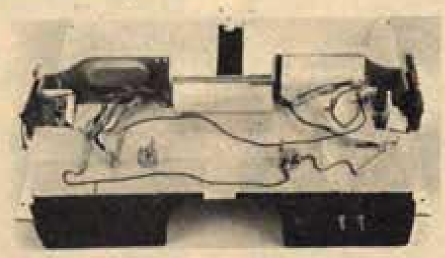
Crush one end of a piece of 1/16" tubing and drill a 00-90 in the end. Insert a length of wire, coating stripped off one end, into the tube and crush the flat end more to hold the wire in place. Install a bolt and make two more of these.



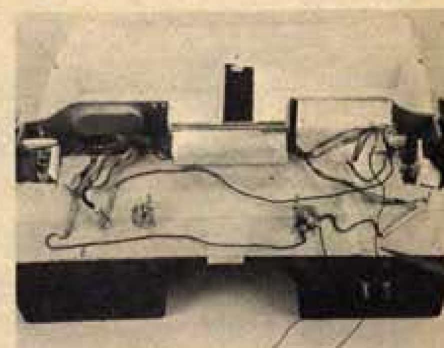
Wire the headlights and turn signals together, then wire the taillights together. Run long wires from the lights to the battery area. See wiring diagram.



Run one side of the small gauge light wires to a mounting post and the other wires to another post. Attach one side of the large gauge wires to a mounting post and the other side directly to the wire from the pin switch.



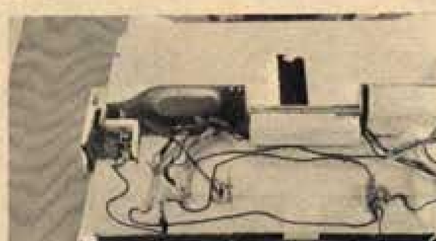
Run one wire from the mounting post (small gauge wires) to one end of the battery post, and the other wire from the small gauges to the wire from the tubing on the pin switch. Run the other wire from the large gauge lights to the same battery post the small gauge wire went to.



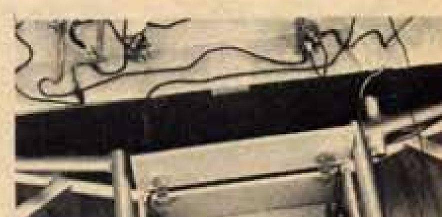
Run one wire from the headlights to the wire from the pin switch. Run the other wire to the battery mounting post you ran all the other wires to.



Run the wire from the 3/32" tubing on the brake pedal to the nearest mounting post on the second battery. Run one wire from the taillights to the other brake contact (the brass strip), and the other wire to the opposite mount on the second battery.



Run one lead from the television to the mounting post on the brass strip. Run the other television wire to the far mounting post on the first battery. Run the wire from the tubing on the T.V. pin switch to the other end of the battery mounting post.



Run a wire from the post on the first pin switch strip to the #1 battery post (the opposite post you ran the gauge lights to). Run one wire from the post on the second pin switch to a post on the #2 battery, and a wire from the post on the #1 battery (post you ran the gauge lights to) to the other post on the #2 battery.

BOUNTIFUL "BONNY"

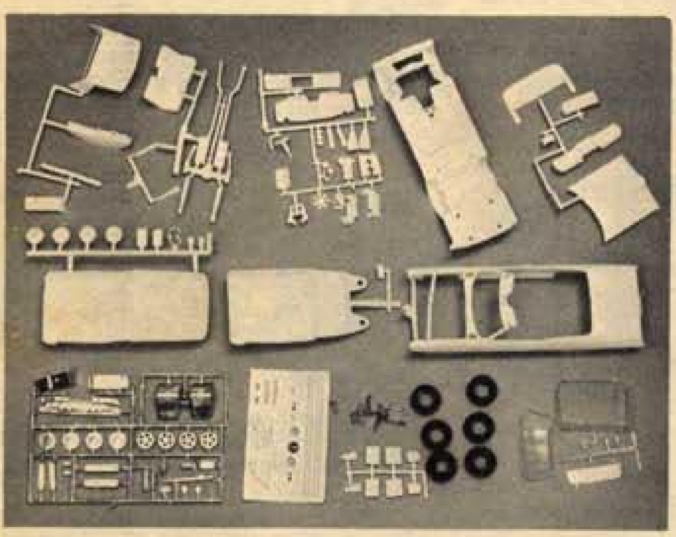
By Robert Schleicher

MPC's '69 Bonneville convertible can be built stock or custom, or you can turn it into this "blow your mind" pickup!

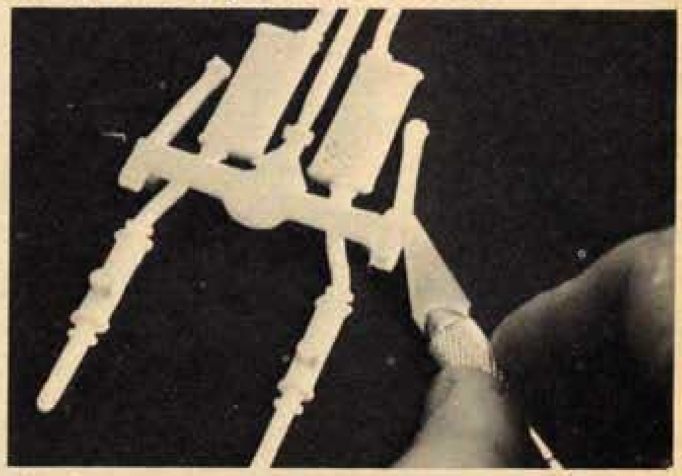


Fans of full-size pickup trucks wonder why only the small Ford Fairlane-sized Ranchero and the Chevy Chevelle-sized El Camino pickups are available. Why don't the Detroit designers incorporate the full-size passenger car models into pickup truck form? One near-to-Detroit firm HAS taken up the pickup plea with no less than a big Bonneville-size pickup truck. True, the firm is a model car producer, but just maybe the big car factories will model this 1/25 scale model in a 1/1 scale version—it would be a beauty, and the first ever pickup by Pontiac.

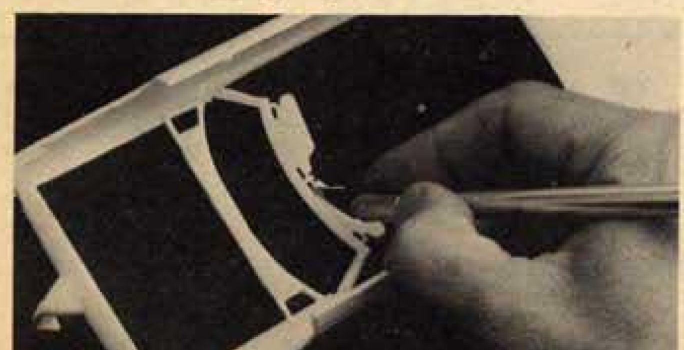
Converting the MPC Bonneville convertible model into the pickup truck on the kit box lid is a relatively simple task, but a good bit more complex than just slapping together the kit parts—the convertible, itself, offers that ease-of-assembly feature. To convert the convertible into the pickup requires that the rear deck and trunk be trimmed to size following prescribed (but uncut) lines molded on the underside of the body, removal of the cast-in sun visors, and some minor trimming and fitting. The pickup truck bed-interior and the "cab" are furnished in the kit. Optional custom grille and tail light panels are supplied with the kit. These can be applied to either the pickup truck or the convertible version of the MPC '69 Bonneville. We built the pickup with the custom parts to show you what they look like—the stock Pontiac Bonneville grille and tail lights are familiar enough. The stock parts could be used on your pickup model if you wish to simulate what the truck would look like had Pontiac actually decided to produce such a vehicle.



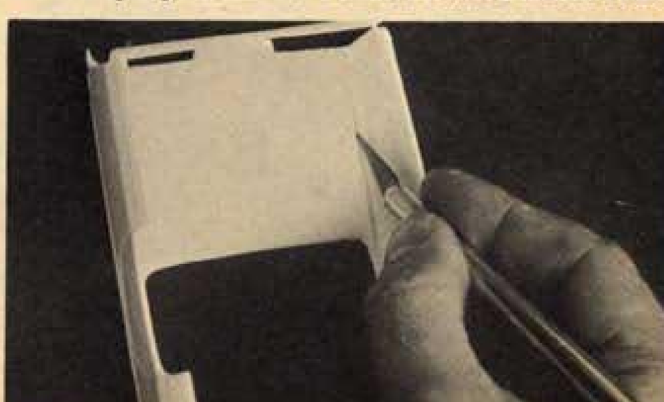
MPC's '69 Pontiac Bonneville convertible kit includes parts to build either stock or customized versions of the convertible or an open pickup truck.



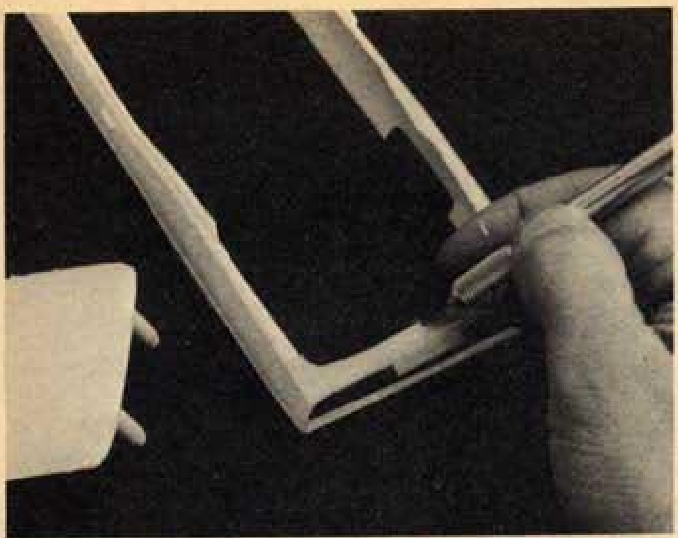
The four 1/16" lugs must be trimmed from the top side of the rear spring mounts for a custom-lowered version of kit.



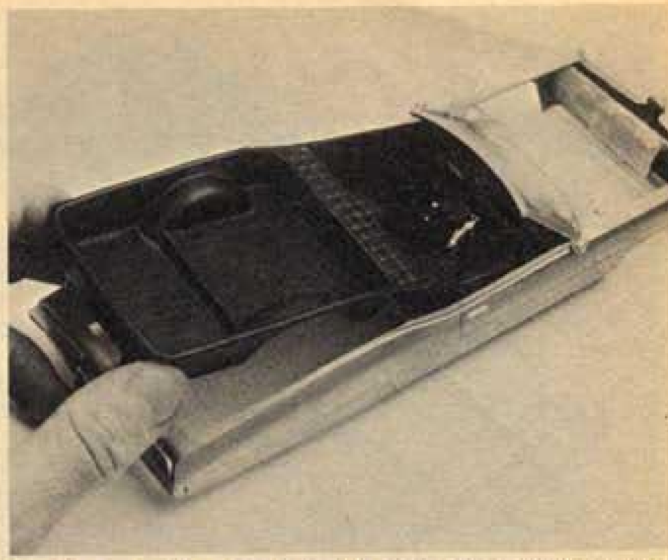
Carefully slice away the sun visors from the windshield to allow the top to fit for the pickup truck version of the "Bonny".



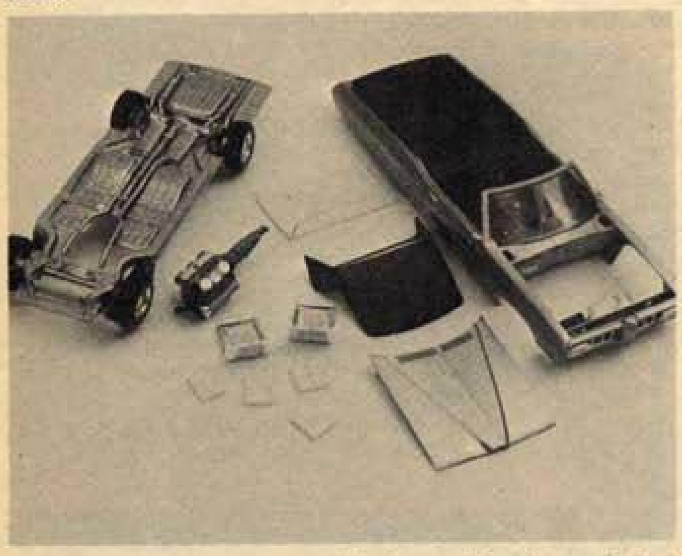
The underside of the rear deck and trunk are deeply scored to ease their removal. Slice over the line from the inside.



Break out the rear deck and trunk, then smooth out the edges of the opening by slicing away slivers with a hobby knife.



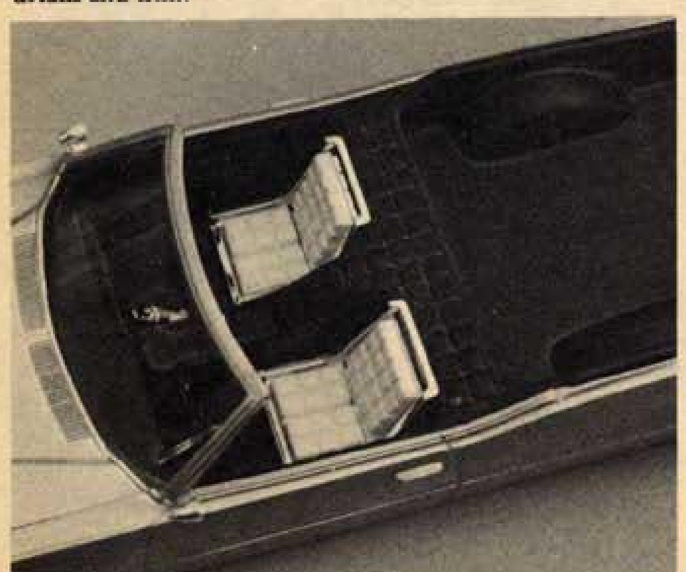
Interior and pickup truck bed is a one-piece unit furnished in kit. Check fit of this piece and trim body if needed.



Assemble chassis, engine, and body to this point and paint details and trim.



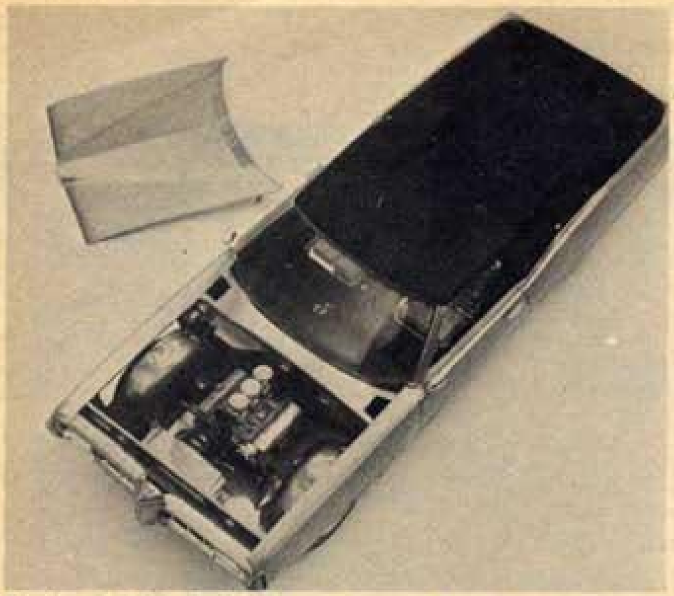
The '69 Bonneville kit by MPC includes new soft plastic seat inserts for the custom seats. Glue to bucket seat.



Glue seats, wheel, and other interior details in place and paint trim before installing top.



Pickup top has simulated vinyl covering. Truck version could also be built as a convertible without this top if desired.



Engine in kit includes the now famous Pontiac "Tri-Power" triple carburetor setup with individual air cleaners.

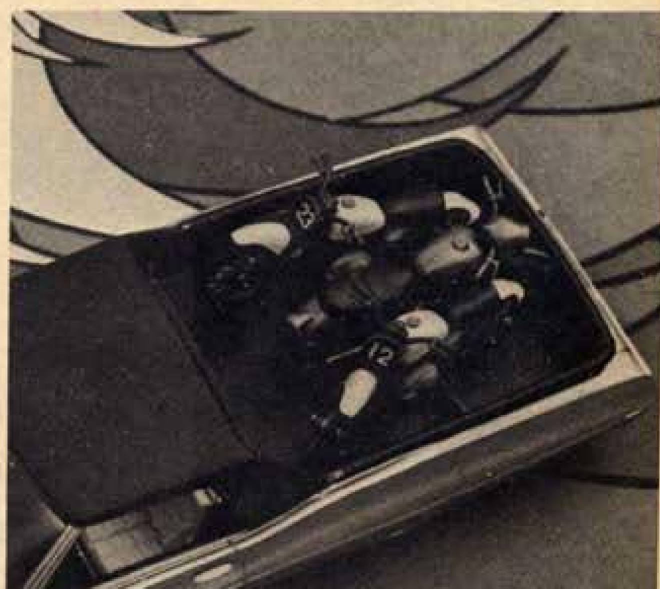


A clever clear plastic cover is included to provide a see-through "trunk" in forward half of pickup bed. Would be a nice idea for a full-size pickup too.





MPC includes "Surfside Sporting Goods" decals for truck sides with a complete set of skin diving equipment to be stowed beneath the clear plastic trunk cover. Fender skirts can be easily removed.





The Bonneville pickup truck is a "natural" carrier for racing vehicles and gear. It would make an excellent tow car for one of the race car and trailer kits (a frame hitch is included in kit) or to haul racing bikes like these 1/32 scale Britains brand Greeves and Triumph.

By Floyd Manly

Southern Sampling

In the past I've spent many hours yakking about the industry and forgetting about the beginner and the novice racer, fellows who walk or drive to the slot track instead of flying by Delta. Fellows who have an allowance too small to own a stable of race-ready cars, and a cigar box full of $23.95 motors. They like to race too, but not many can afford a $49.95 pink motored Cukaras special.

How about a stock motor class, or an under $20.00 class?

Ya know what? Bob Rule, P.R. man for Champion of Chamblee called me and asked, "What would I think about a stock motor class for racing? The car would have to cost under $20.00 and you'd have to be strictly stock." They've been reading my mind! Or rather Bob and Jack Lane, Prexy of "Big C," have been reading the pulse of the industry as a whole. Let me tell you about these two guys. If you've ever been to an Arco race you've seen both of them.

Bob Rule was the little guy making the most noise. He's selling Champion all the time, he'll inspect cars, time the trials, announce the race, help anybody that looks like he needs it, and will even run out for the roast beef sandwiches if you ask him.

Jack Lane on the other hand isn't selling Champion. He's planning what Champion is going to sell next. He's the Guy who will stop next to a group talking, listen for a while then go over to the next group to listen. This way he picks up every new idea and every gripe that people have.

For instance, I told Bob that I added Bat pans to C's angle winder chassis and it goes! He sez, "Yeh, Jack has a Bat pan kit coming out soon." I sez, "Are the "Plumber" chassis a big thing?" He sez, "We'll have a full Plumber chassis coming out in about 3-4 weeks." I sez, "Where can I get the microswitches for my controller?" He sez "Forget it. Champion has one now for $14.95." I sez, "How cum I'm chewing up $.50 spur gears at the rate of two a night?" He sez "Try our new steel gear. $2.00 each, but they're guaranteed." I sez "Anything else new coming out of your Chamblee plant?" He sez, "Yeh, we're working on a couple ideas and you'll be the first to know, but they're not ready for public release yet."

Bob did rattle on like a new father about Champion's handpicked "stock" motor for $3.50. (Remember when $4.00 was a LOT to pay for just a motor?) Anyway, what they're going to do is bench test all their factory stock, pick the best of the bunch, seal them with a "No-break" seal and certify them as "strictly stock."

The idea here is to race against other strictly stock motors. Break the seal and open the can for any reason and you'll be classified as "modified." This way we'll be able to put together a race car for less than $20.00. A cost within reason!

This should open up opportunities for many more people to get into the fun of racing. Just fooling around a track is fun, but the real thrill comes from running in an organized race. Win, Place, or Show, nothing gets the juices up like trying to beat out seven other guys.

What's happened to the sport is that all of the "junk" dealers have gotten out of the industry and into some other lucrative business like motorized yo-yos. What we have left are the few who are racing nuts who make a living selling their goodies. Who's left? Riggens, Mini-wheels, Cobra, Dynamic, Lenz, Mura and Dyna-Rewind. All slot nuts, turning out good competitive equipment!

And this leads into a question that's asked many times a day. Why does a motor cost $20.00 to $25.00? A couple years ago a good motor cost $4.00 (and you can still buy these off the dusty shelf from your dealer), but the first thing you did was take it apart and rewind or dewind it. Then you epoxied the winds, tied down the commutator wires, balanced the armature, shimmed the magnets and put in heavier oilites. All this probably took you five or six hours of work, then you crossed your fingers and hoped it didn't blow up and that it was faster than anything else you had. If Lady Luck wasn't on your side, you started all over again.

Remember you can still buy a $3.50 motor, but we want to be fast, don't we? The motor factories began getting demands for fast motors. So, instead of just hiring a school boy to unpack the box of motors from Japan and repackage them pretty for resale, they're hiring technicians. Technicians to operate balancing machines that cost up to a couple thousand. Another tech to true the commutators with a diamond tip tool. They use epoxy that costs a couple bucks an ounce. Another tech to bench test each motor. Plus they bear the cost of fielding racing teams that are really research and development people who are always looking for better ideas. These people cost money and how do they get paid? By charging $20-$25.00 for a motor that we the "Speediacs" have been demanding. The one consolation we have is that if the motor blows, all we have to do is mail it back for a replacement.

Here are some questions that are being asked all the time:

Q. How much does it cost to get into racing?

A. Ho boy! You might as well ask me how much it costs to go mountain climbing, but let me quote minimums. You'll need a controller. $7.00 to $10.00. A car will cost anything from $7.00 to $25.00, but a good RTR (ready to run) will average about $15.00. So I'd say to get a healthy start in the sport, you'll need about $25.00. You can carry everyting in a brown paper bag or buy an empty kit box for as much as $30.00. Once you're in the sport, what it costs is up to you. I play golf, too, with a friend. He pays $2.00 a piece for balls, I pay 75 cents! Yet I spend more for balls then he does. I lose more in the lake and roughs.

Q. Why does my braid always wear out on one side?

A. Check to see if your pick up shoe is setting flat on the track, It's funny! We drop a car and we'll check it for five minutes to see if anything bent, but drive it over the wall, 30 feet through the air and into the coke machine, and we'll put it right back on the track and keep running.

Q. I'm 12 years old and I love to run my cars, but the big guys keep bumping me off the track. What can I do?

A. Cry! No, seriously, if the nerfing is deliberate, complain to the track manager. Nerfing is an accepted part of racing in some areas, so the only thing you can do is practice defensive driving. Don't get caught on the outside in turns, and try to anticipate what the other guy is going to do.

Q. My car doesn't have any brakes. What's wrong? My buddy says I should tighten up my gears, but I'll bet that's not right.

A. You win the pint of pickled pink peaches! Bad brakes can be caused by any number of things. Weak motor magnets, sloppy motor brush tension, dirty pick up braid, too much drop arm play, wrong gear ratio, loose wire in controller, etc., but don't tighten the gear, you'll burn out the motor.

Q. Say hey, how come my motors run faster in one direction and some in another?

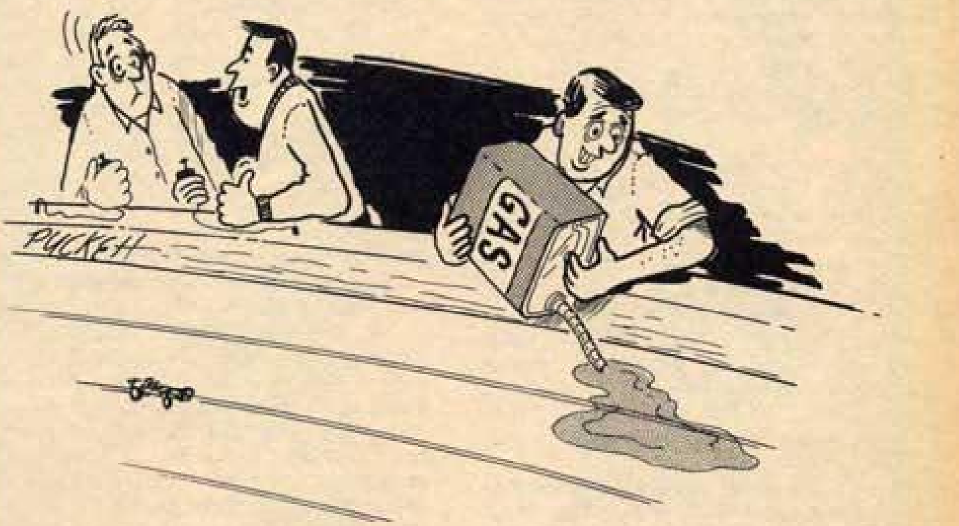
A. It's a matter of timing. Early motors were put together haphazardly (by today's standards) and you lucked out when you happened to get a really fast one. Nowadays, the motor makers are carefully tuning each motor to get the most power. All the tricks we used to do ourselves. Now all motors of the same brand are set up to turn the same way.

Q. What's the reason for the heavy wire some guys are using on their controllers?

A. If we were using water we'd use a big fat hose to let as much as possible get to the motor, right? The fat wires to the same job for the juice.

That's it for now. Let's hear from ya'll. Drop a card to: Floyd C. Manly, 5112 Lake Howell Road, Winter Park, Florida 32789.

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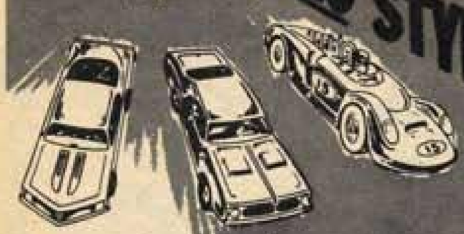
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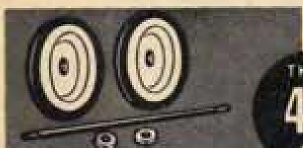
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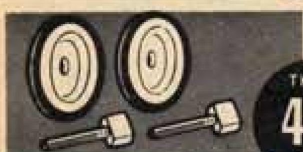
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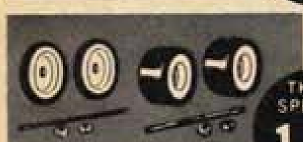
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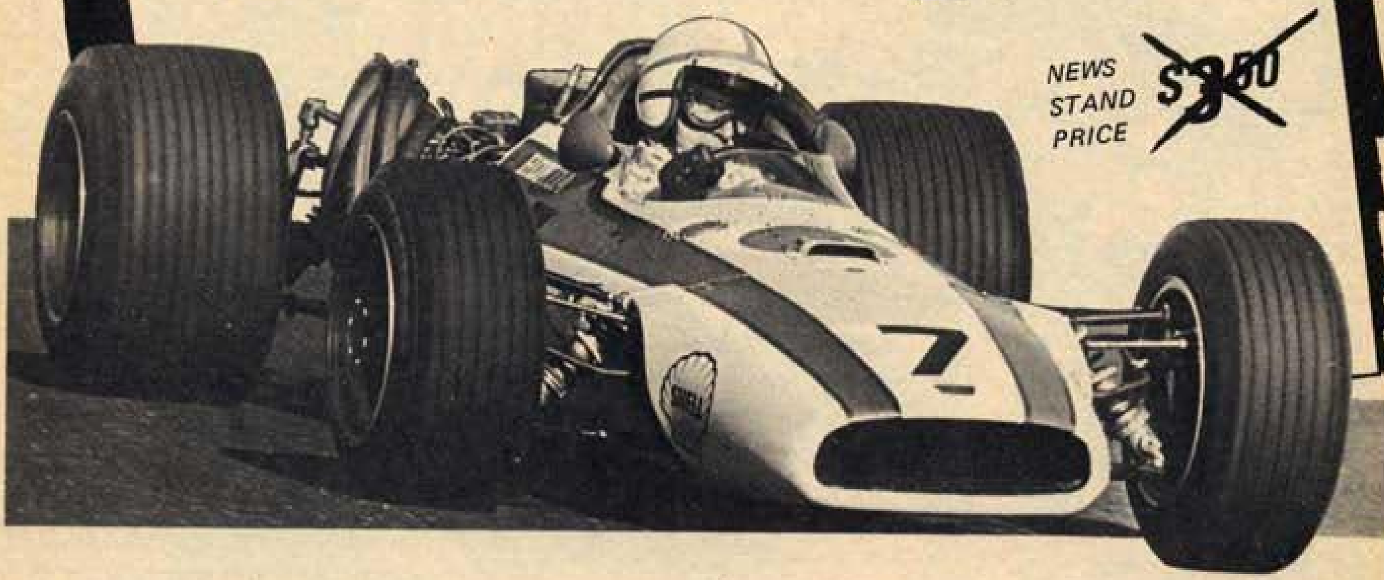
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